Appendix A. Traffic Volume Data

A182423

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC, tel: 714.213.7888, re@aimtd.com

DATE: Tuesday, January 22, 2024

CITY#: Base Point

JOB #: SC4186

CLASS1 Golden Lantern between Camino Del Avion and Trena Vista

AM TIME	NORTHBOUND 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
0:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0:30	0	1	0	0	1	0	0	0	0	0	0	0	0	4
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	2
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
4:15	0	2	0	0	0	0	0	1	0	0	0	0	0	3
4:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:45	0	19	4	0	0	0	0	0	0	0	0	0	0	24
5:00	0	14	4	0	0	0	0	0	0	0	0	0	0	18
5:15	0	14	1	1	0	0	0	0	0	0	0	0	0	16
5:30	0	15	3	0	0	0	0	0	0	0	0	0	0	18
5:45	0	19	3	0	1	0	0	0	0	0	0	0	0	23
6:00	0	21	4	1	0	0	0	0	0	0	0	0	0	26
6:15	0	29	4	0	0	0	0	0	0	0	0	0	0	33
6:30	0	21	6	0	3	0	0	0	0	0	0	0	0	30
6:45	0	43	4	1	3	0	0	0	0	0	0	0	0	51
7:00	0	71	12	0	3	0	0	0	0	0	0	0	0	87
7:15	0	169	17	1	4	0	0	0	1	0	0	0	0	192
7:30	1	140	14	1	0	0	0	0	0	0	0	0	0	156
7:45	0	148	16	0	3	0	0	0	0	0	0	0	0	167
8:00	0	190	21	0	2	0	0	0	0	0	0	0	0	213
8:15	1	211	21	5	2	0	0	0	0	0	0	0	0	238
8:30	1	160	15	3	2	0	0	0	0	0	0	0	0	181
8:45	0	183	11	1	4	0	0	0	0	0	0	0	0	199
9:00	0	169	15	1	5	0	0	0	0	0	0	0	0	190
9:15	0	86	19	0	3	0	0	0	0	0	0	0	0	108
9:30	0	74	8	1	4	1	0	0	0	0	0	0	0	89
9:45	0	103	16	3	3	0	0	0	0	0	0	0	0	125
10:00	0	93	13	0	5	0	0	0	0	0	0	0	0	111
10:15	0	89	14	0	4	0	0	0	0	0	0	0	0	107
10:30	0	96	7	1	0	0	0	0	0	0	0	0	0	104
10:45	0	91	14	0	3	0	0	0	0	0	0	0	0	108
11:00	0	105	8	0	4	1	0	0	0	0	0	0	0	118
11:15	0	86	21	1	2	0	0	0	0	0	0	0	0	110
11:30	0	77	23	0	3	0	0	0	0	0	0	0	0	103
11:45	0	109	17	1	4	0	0	0	0	0	0	0	0	131
TOTAL	5	2,709	336	30	71	2	0	0	2	0	0	0	0	3,155

AM PEAK HOUR 7:45 AM

AM PEAK VOLUME 789

PM Time	NORTHBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	105	15	0	3	0	0	0	0	0	0	0	0	123
12:15	0	103	13	0	7	0	0	0	0	0	0	0	0	123
12:30	0	99	10	0	1	0	0	0	0	0	0	0	0	110
12:45	0	120	10	1	2	0	0	0	0	0	0	0	0	133
13:00	0	145	26	0	1	0	0	0	0	0	0	0	0	172
13:15	1	121	14	0	9	1	0	0	0	0	0	0	0	146
13:30	0	138	17	1	3	0	0	0	0	0	0	0	0	159
13:45	0	126	7	0	1	1	0	0	0	0	0	0	0	135
14:00	0	124	14	2	3	0	0	0	0	0	0	0	0	143
14:15	0	118	14	3	7	0	0	0	0	0	0	0	0	142
14:30	0	106	16	0	3	0	0	0	0	0	0	0	0	125
14:45	0	132	15	1	0	0	0	0	0	0	0	0	0	148
15:00	0	124	13	2	0	0	0	0	0	0	0	0	0	141
15:15	1	121	11	0	1	1	0	0	0	0	0	0	0	136
15:30	1	152	16	0	0	0	0	0	0	0	0	0	0	169
15:45	0	150	19	2	2	1	0	0	0	0	0	0	0	174
16:00	0	132	19	0	2	0	0	0	0	0	0	0	0	153
16:15	1	133	19	0	3	0	0	0	0	0	0	0	0	156
16:30	0	122	24	1	2	0	0	0	0	0	0	0	0	149
16:45	1	119	24	0	1	1	0	0	0	0	0	0	0	146
17:00	0	152	19	0	0	0	0	0	0	0	0	0	0	181
17:15	0	186	22	1	3	0	0	0	0	0	0	0	0	214
17:30	0	187	20	0	1	0	0	0	0	0	0	0	0	208
17:45	0	167	20	0	1	0	0	0	0	0	0	0	0	188
18:00	1	157	23	1	1	0	0	0	0	0	0	0	0	183
18:15	0	149	14	1	1	0	0	0	0	0	0	0	0	165
18:30	0	115	11	0	2	0	0	0	0	0	0	0	0	128
18:45	0	84	10	1	0	0	0	0	0	0	0	0	0	95
19:00	1	130	16	0	0	0	0	0	0	0	0	0	0	147
19:15	0	89	7	0	1	0	0	0	0	0	0	0	0	97
19:30	0	85	4	1	0	0	0	0	0	1	0	0	0	91
19:45	0	56	14	0	1	0	0	0	0	0	0	0	0	71
20:00	0	71	4	0	0	0	0	0	0	0	0	0	0	75
20:15	0	73	8	1	1	0	0	0	0	0	0	0	0	83
20:30	0	80	9	0	1	0	0	0	0	0	0	0	0	90
20:45	0	69	13	0	0	0	0	0	0	1	0	0	0	83
21:00	0	63	5	1	0	0	0	0	0	0	0	0	0	69
21:15	0	37	1	0	0	0	0	0	0	0	0	0	0	38
21:30	0	49	3	0	0	0	0	0	0	0	0	0	0	52
21:45	0	37	4	0	0	0	0	0	0	0	0	0	0	41
22:00	0	29	3	0	0	0	0	0	0	0	0	0	0	32
22:15	0	25	1	0	0	0	0	0	0	0	0	0	0	26
22:30	0	20	2	0	0	0	0	0	0	0	0	0	0	22
22:45	0	17	1	0	0	0	0	0	0	0	0	0	0	18
23:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
23:15	0	10	3	0	0	0	0	0	0	0	0	0	0	13
23:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10
23:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10
TOTAL	7	4,690	500	30	63	5	0	0	0	1	0	0	0	5,295

PM PEAK HOUR 5:15 PM

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		

	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
TOTAL: AM+PM	10	7,244	908	40	134	7	0	0	4	0	0	0	0	8,349
% OF TOTAL	0.1%	86.8%	10.9%	0.5%	1.6%	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	
TOTAL: ALL	37	15,934	1,819	86	278	15	0	1	7	0	0	0	0	18,181
% OF TOTAL	0.2%	87.7%	10.0%	0.5%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

A182423

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC, tel: 714 252 7080 co@aimtd.com

DATE: Tuesday, January 23, 2024
JOB #: 1824308

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

AM TIME	SOUTHBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
0:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9
0:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
0:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	3	1	0	0	0	0	0	0	0	0	0	0	5
2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30	0	4	0	0	0	0	0	1	0	0	0	0	0	5
3:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
4:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
4:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:45	0	11	1	0	0	0	0	0	0	0	0	0	0	12
5:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
5:15	0	20	2	0	0	0	0	0	0	0	0	0	0	22
5:30	0	15	5	0	0	0	0	0	0	0	0	0	0	20
5:45	0	33	4	0	1	0	0	0	0	0	0	0	0	38
6:00	0	30	7	0	0	1	0	0	0	0	0	0	0	38
6:15	0	28	4	1	0	0	0	0	0	0	0	0	0	33
6:30	0	37	4	0	0	0	0	0	0	0	0	0	0	41
6:45	0	59	7	0	1	0	0	0	0	0	0	0	0	67
7:00	2	147	14	1	2	0	0	0	0	0	0	0	0	167
7:15	0	121	12	1	2	2	0	0	0	0	0	0	0	138
7:30	1	156	16	2	3	1	0	0	0	0	0	0	0	179
7:45	2	223	24	4	3	0	0	0	0	0	0	0	0	256
8:00	0	171	22	0	2	0	0	0	0	0	0	0	0	195
8:15	1	221	24	4	3	0	0	0	0	0	0	0	0	253
8:30	1	136	18	1	6	2	0	0	0	0	0	0	0	164
8:45	0	123	11	0	3	0	0	0	0	0	0	0	0	137
9:00	0	93	15	0	4	0	0	0	0	0	0	0	0	112
9:15	0	119	13	1	7	0	0	0	0	0	0	0	0	140
9:30	0	81	13	0	9	0	0	0	0	0	0	0	0	103
9:45	0	100	14	1	7	1	0	0	0	0	0	0	0	123
10:00	0	106	18	1	6	0	0	0	0	0	0	0	0	125
10:15	0	91	11	1	6	0	0	0	1	0	0	0	0	110
10:30	0	108	10	1	0	0	0	0	0	0	0	0	0	119
10:45	0	107	11	1	3	0	0	0	0	0	0	0	0	122
11:00	0	103	16	0	3	0	0	0	0	0	0	0	0	122
11:15	0	109	23	0	4	0	0	0	0	0	0	0	0	136
11:30	0	133	19	1	5	0	0	0	0	0	0	0	0	158
11:45	0	140	17	0	4	0	0	0	0	0	0	0	0	161
TOTAL	10	3,010	376	21	95	7	0	0	2	0	0	0	0	3,521

AM PEAK HOUR	7:00 AM
AM PEAK VOLUME	1,039

PM Time	NORTHBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	134	21	0	1	0	0	0	0	0	0	0	0	156
12:15	0	128	13	1	6	0	0	0	0	0	0	0	0	148
12:30	0	105	18	0	2	0	0	0	0	0	0	0	0	125
12:45	0	152	17	1	5	0	0	0	0	0	0	0	0	174
13:00	0	161	16	3	3	0	0	0	0	0	0	0	0	183
13:15	0	139	22	0	2	0	0	0	0	0	0	0	0	164
13:30	0	143	6	0	6	0	0	0	0	0	0	0	0	155
13:45	0	171	7	1	3	0	0	0	0	0	0	0	0	182
14:00	1	147	8	1	3	0	0	0	0	0	0	0	0	160
14:15	0	163	16	2	3	0	0	0	0	0	0	0	0	184
14:30	0	156	19	2	4	0	0	0	0	0	0	0	0	179
14:45	0	180	18	1	1	0	0	0	1	0	0	0	0	201
15:00	0	204	9	1	0	0	0	0	0	0	0	0	0	214
15:15	0	236	21	1	3	0	0	0	0	0	0	0	0	261
15:30	1	199	26	0	0	0	0	0	0	0	0	0	0	226
15:45	0	217	17	1	3	0	0	0	0	0	0	0	0	238
16:00	0	199	16	2	3	0	0	0	0	0	0	0	0	220
16:15	0	171	22	0	2	1	0	0	0	0	0	0	0	196
16:30	0	174	12	1	0	0	0	0	0	0	0	0	0	187
16:45	0	203	21	0	0	0	0	0	0	0	0	0	0	224
17:00	1	206	23	0	1	0	0	0	0	0	0	0	0	231
17:15	1	183	18	0	3	0	0	0	0	0	0	0	0	205
17:30	0	174	19	1	1	0	0	0	0	0	0	0	0	195
17:45	1	188	19	0	1	0	0	0	0	0	0	0	0	209
18:00	1	153	10	0	0	0	0	0	0	0	0	0	0	164
18:15	0	158	14	1	1	0	0	0	0	0	0	0	0	174
18:30	0	116	3	0	0	0	0	0	0	0	0	0	0	119
18:45	0	143	18	1	0	0	0	0	0	0	0	0	0	162
19:00	0	109	7	0	0	0	0	0	0	0	0	0	0	116
19:15	0	94	6	0	0	0	0	0	0	0	0	0	0	100
19:30	0	90	6	0	0	0	0	0	0	0	0	0	0	96
19:45	0	74	4	1	0	0	0	0	0	0	0	0	0	79
20:00	0	56	7	0	0	0	0	0	0	0	0	0	0	63
20:15	0	68	8	1	0	0	0	0	0	0	0	0	0	77
20:30	1	58	10	0	1	0	0	0	0	0	0	0	0	70
20:45	0	46	5	0	0	0	0	0	0	0	0	0	0	51
21:00	0	52	5	1	0	0	0	0	0	0	0	0	0	58
21:15	0	61	4	0	0	0	0	0	0	0	0	0	0	65
21:30	0	32	4	0	0	0	0	0	0	0	0	0	0	36
21:45	0	38	4	1	0	0	0	0	0	0	0	0	0	43
22:00	0	48	3	0	0	0	0	0	1	0	0	0	0	52
22:15	0	27	1	0	0	0	0	0	0	0	0	0	0	28
22:30	0	25	3	0	0	0	0	0	0	0	0	0	0	28
22:45	0	18	0	0	0	0	0	0	0	0	0	0	0	18
23:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
23:15	0	12	4	0	0	0	0	0	0	0	0	0	0	16
23:30	0	13	0	0	0	0	0	0	0	0	0	0	0	13
23:45	0	14	2	0	0	0	0	0	0	0	0	0	0	16
TOTAL	7	5,714	543	25	58	1	0	1	1	0	0	0	0	6,349

PM PEAK HOUR	3:00 PM
PM PEAK VOLUME	954

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

TOTAL: AM+PM	17	8,724	919	46	153	8	0	1	1	0	0	0	0	9,869
% OF TOTAL	0.2%	88.4%	9.3%	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

A101021

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AlenTD LLC, tel: 714.253.7888 cs@alentd.com

DATE: Tuesday, January 23, 2024 **CITY#** Dana Point

JOB #: 3C1336 CLASS1: Dalton Lastiere &Steven Carolina Del Aston and Tonia Mata

AM	COMBINED														PM	COMBINED													
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	14	2	0	0	0	0	0	0	0	0	0	0	16	12:00	0	248	37	8	4	0	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	233	26	1	10	0	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	8	1	0	0	0	0	0	0	0	0	236
0:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	12:45	0	215	35	2	8	0	0	0	0	0	0	0	0	260
1:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	13:00	0	206	40	3	4	0	0	0	0	0	0	0	0	253
1:15	0	8	1	0	0	0	0	0	0	0	0	0	0	9	13:15	1	268	37	8	11	1	0	0	0	0	0	0	0	313
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:30	0	282	39	1	9	0	0	0	0	0	0	0	0	331
1:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5	13:45	0	297	34	3	4	1	0	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	32	3	6	0	0	0	0	0	0	0	0	313
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:15	0	261	30	5	10	0	0	0	0	0	0	0	0	306
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	0	301
2:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:45	0	312	32	2	1	0	0	0	1	0	0	0	0	348
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	0	375
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:15	1	337	23	1	4	1	0	0	0	0	0	0	0	367
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	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	0	407
4:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12	16:00	0	321	35	2	5	0	0	0	0	0	0	0	0	363
4:15	0	5	0	0	0	0	0	1	0	0	0	0	0	6	16:15	1	304	43	0	5	1	0	0	0	0	0	0	0	357
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	0	336
4:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11	16:45	1	322	46	0	1	1	0	0	0	0	0	0	0	371
5:00	0	14	5	0	0	0	0	0	0	0	0	0	0	19	17:00	1	358	50	0	1	0	0	0	0	0	0	0	0	410
5:15	0	14	3	1	0	0	0	0	0	0	0	0	0	18	17:15	1	371	40	1	1	0	0	0	0	0	0	0	0	414
5:30	0	30	8	0	0	0	0	0	0	0	0	0	0	38	17:30	0	364	39	1	2	0	0	0	0	0	0	0	0	406
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	0	390
6:00	0	51	13	1	0	1	0	0	0	0	0	0	0	66	18:00	2	307	33	1	1	0	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	0	340
6:30	0	58	12	0	1	0	0	0	0	0	0	0	0	73	18:30	0	280	36	0	3	0	0	0	0	0	0	0	0	319
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	0	257
7:00	2	219	27	1	6	0	0	0	0	0	0	0	0	254	19:00	1	219	23	0	0	0	0	0	0	0	0	0	0	243
7:15	0	260	29	2	6	2	0	0	1	0	0	0	0	300	19:15	0	182	13	0	1	0	0	0	0	0	0	0	0	197
7:30	1	299	30	3	3	1	0	0	0	0	0	0	0	337	19:30	0	175	10	1	0	0	0	0	0	1	0	0	0	187
7:45	1	361	38	4	6	0	0	0	0	0	0	0	0	411	19:45	0	138	16	1	1	0	0	0	0	0	0	0	0	156
8:00	0	384	53	0	4	0	0	0	0	0	0	0	0	441	20:00	0	117	11	0	0	0	0	0	0	0	0	0	0	128
8:15	3	412	45	7	5	0	0	0	0	0	0	0	0	494	20:15	0	101	16	1	1	0	0	0	0	0	0	0	0	118
8:30	1	388	31	4	0	1	0	0	0	0	0	0	0	447	20:30	1	106	10	0	2	0	0	0	0	0	0	0	0	119
8:45	0	326	24	1	7	0	0	0	0	0	0	0	0	358	20:45	0	115	10	0	0	0	0	0	0	1	0	0	0	126
9:00	0	196	26	1	6	0	0	0	0	0	0	0	0	232	21:00	0	115	10	2	0	0	0	0	0	0	0	0	0	127
9:15	0	165	32	1	12	0	0	0	0	0	0	0	0	210	21:15	0	98	5	0	0	0	0	0	0	0	0	0	0	103
9:30	0	158	21	1	12	1	0	0	0	0	0	0	0	193	21:30	0	82	7	0	0	0	0	0	0	0	0	0	0	89
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	0	84
10:00	0	201	23	1	13	0	0	0	0	0	0	0	0	238	22:00	0	77	6	0	0	0	0	0	1	0	0	0	0	84
10:15	0	182	25	1	10	0	0	1	0	0	0	0	0	219	22:15	0	92	7	0	0	0	0	0	0	0	0	0	0	99
10:30	0	166	17	2	6	0	0	0	0	0	0	0	0	191	22:30	0	45	5	0	0	0	0	0	0	0	0	0	0	50
10:45	0	150	25	1	5	0	0	0	0	0	0	0	0	181	22:45	0	15	1	0	0	0	0	0	0	0	0	0	0	16
11:00	0	208	24	0	7	1	0	0	0	0	0	0	0	240	23:00	0	37	5	0	0	0	0	0	0	0	0	0	0	42
11:15	0	213	44	1	6	0	0	0	0	0	0	0	0	264	23:15	0	26	7	0	0	0	0	0	0	0	0	0	0	33
11:30	0	182	42	1	8	0	0	0	0	0	0	0	0	240	23:30	0	21	0	0	0	0	0	0	0	0	0	0	0	21
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	0	26
TOTAL	17	5,569	714	46	136	9	0	0	1	0	0	0	0	6,527	TOTAL	24	10,399	1,183	65	127	6	0	1	1	0	0	0	0	11,875
								AM PEAK HOUR					7:45 AM											PM PEAK HOUR				3:00 PM
								AM PEAK VOLUME					1,825											PM PEAK VOLUME				1,674

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	15,968	1,899	96	279	13	0	1	1	0	0	0	0	18,302
% OF TOTAL	0.1%	87.3%	10.4%	0.5%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

A182423

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC, tel: 714.213.7888, ns@aimtd.com

DATE: Tuesday, January 22, 2024

CITY #: Dana Point

JOB #: 9C4186

CLASS15 Selva Rd between Copper Lantern St and Calle La Primavera

AM TIME	EASTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
0:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15	0	4	3	0	1	0	0	0	0	0	0	0	0	8
4:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7
4:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
5:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
5:15	0	17	1	0	0	0	0	0	0	0	0	0	0	18
5:30	0	11	5	0	0	0	0	0	0	0	0	0	0	16
5:45	0	8	4	0	0	0	0	0	0	0	0	0	0	12
6:00	0	14	4	0	0	0	0	0	0	0	0	0	0	18
6:15	0	21	2	0	0	0	0	0	0	0	0	0	0	23
6:30	0	30	7	0	0	0	0	0	0	0	0	0	0	37
6:45	0	38	8	1	0	0	0	0	0	0	0	0	0	46
7:00	0	56	11	0	2	0	0	0	0	0	0	0	0	71
7:15	0	86	28	0	1	0	0	0	0	0	0	0	0	115
7:30	0	93	30	0	1	0	0	0	0	0	0	0	0	124
7:45	0	137	15	0	0	0	0	0	0	0	0	0	0	152
8:00	0	95	6	0	2	0	0	0	0	0	0	0	0	103
8:15	0	83	11	0	0	0	0	0	0	0	0	0	0	94
8:30	0	60	7	0	0	0	0	0	0	0	0	0	0	67
8:45	0	53	8	0	0	0	0	0	0	0	0	0	0	61
9:00	0	53	13	0	0	0	0	0	0	0	0	0	0	66
9:15	0	46	16	0	0	0	0	0	0	0	0	0	0	62
9:30	0	35	10	0	1	0	0	0	0	0	0	0	0	46
9:45	0	36	8	0	1	0	0	0	0	0	0	0	0	45
10:00	0	57	10	0	1	0	0	0	0	0	0	0	0	68
10:15	0	48	5	0	1	0	0	0	0	0	0	0	0	54
10:30	0	46	6	0	1	0	0	0	0	0	0	0	0	53
10:45	0	45	6	0	2	0	0	0	0	0	0	0	0	53
11:00	0	54	4	0	1	0	0	0	0	0	0	0	0	59
11:15	1	51	4	0	1	0	0	0	0	0	0	0	0	57
11:30	0	58	9	0	0	0	0	0	0	0	0	0	0	68
11:45	0	54	6	0	2	0	0	0	1	0	0	0	0	63
TOTAL	1	1,445	225	1	19	0	0	0	1	0	0	0	0	1,692

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	464

PM Time	EASTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	62	13	0	0	0	0	0	0	0	0	0	0	76
12:15	0	40	7	0	0	0	0	0	0	0	0	0	0	47
12:30	0	59	8	0	3	0	0	0	0	0	0	0	0	70
12:45	0	59	9	0	3	0	0	0	0	0	0	0	0	71
13:00	0	55	5	0	1	0	0	0	0	0	0	0	0	61
13:15	0	45	7	0	3	0	0	0	0	0	0	0	0	57
13:30	0	51	17	0	0	0	0	0	0	0	0	0	0	84
13:45	0	58	7	0	0	0	0	0	0	0	0	0	0	65
14:00	0	68	6	0	0	0	0	0	0	0	0	0	0	74
14:15	0	79	99	1	3	0	0	0	0	0	0	0	0	183
14:30	0	64	11	0	0	0	0	0	0	0	0	0	0	75
14:45	0	57	31	0	1	0	0	0	0	0	0	0	0	89
15:00	0	73	22	1	4	0	0	0	0	0	0	0	0	100
15:15	1	99	63	0	1	0	0	0	0	0	0	0	0	84
15:30	0	75	9	0	0	1	0	0	0	0	0	0	0	85
15:45	0	55	10	1	1	0	0	0	0	0	0	0	0	67
16:00	0	90	62	0	2	0	0	0	0	0	0	0	0	94
16:15	0	59	35	0	3	0	0	0	0	0	0	0	0	77
16:30	0	59	30	0	1	0	0	0	0	0	0	0	0	90
16:45	0	96	34	0	1	0	0	0	0	0	0	0	0	81
17:00	0	71	10	0	0	0	0	0	0	0	0	0	0	81
17:15	0	66	6	0	1	1	0	0	0	0	0	0	0	74
17:30	0	67	15	0	3	0	0	0	0	0	0	0	0	85
17:45	1	36	30	0	1	0	0	0	0	0	0	0	0	68
18:00	0	57	17	0	0	0	0	0	0	0	0	0	0	73
18:15	0	50	4	0	0	0	0	0	0	0	0	0	0	54
18:30	0	26	8	0	0	0	0	0	0	0	0	0	0	34
18:45	0	24	3	0	0	0	0	0	0	0	0	0	0	26
19:00	0	34	9	0	1	0	0	0	0	0	0	0	0	44
19:15	0	29	3	0	0	0	0	0	0	0	0	0	0	32
19:30	0	25	6	0	0	0	0	0	0	0	0	0	0	31
19:45	0	20	3	0	0	0	0	0	0	0	0	0	0	23
20:00	0	16	3	0	0	0	0	0	0	0	0	0	0	19
20:15	0	15	1	0	0	0	0	0	0	0	0	0	0	16
20:30	0	18	2	0	0	0	0	0	0	0	0	0	0	20
20:45	0	15	2	0	0	0	0	0	0	0	0	0	0	17
21:00	0	21	3	0	0	0	0	0	0	0	0	0	0	24
21:15	0	25	0	0	0	0	0	0	0	0	0	0	0	25
21:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10
21:45	0	8	4	0	0	0	0	0	0	0	0	0	0	12
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
22:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
22:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	4	1,870	529	3	32	2	0	0	0	0	0	0	0	2,240

PM PEAK HOUR	2:15 PM
PM PEAK VOLUME	540

TOTAL: AM+PM	5	3,339	554	4	50	2	0	0	1	0	0	0	0	3,955
% OF TOTAL	0.1%	84.4%	14.0%	0.1%	1.3%	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	
TOTAL: ALL	5	5,093	779	5	82	5	0	0	1	0	0	0	0	5,754
% OF TOTAL	0.1%	88.5%	13.5%	0.1%	1.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

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		

A182423

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC, tel: 714 252 7080 co@aimtd.com

DATE: Tuesday, January 23, 2024
JOB #: 1924308

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

AM TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:45	0	1	1	0	1	0	0	0	0	0	0	0	0	3
6:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
6:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
6:30	0	6	2	0	0	0	0	0	0	0	0	0	0	8
6:45	0	30	5	0	1	0	0	0	0	0	0	0	0	36
7:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
7:15	0	54	6	1	1	0	0	0	0	0	0	0	0	62
7:30	0	45	8	0	1	0	0	0	0	0	0	0	0	54
7:45	0	80	9	0	0	0	0	0	0	0	0	0	0	90
8:00	0	50	7	0	0	0	0	0	0	0	0	0	0	57
8:15	0	26	0	0	0	0	0	0	0	0	0	0	0	26
8:30	0	14	2	0	0	0	0	0	0	0	0	0	0	16
8:45	0	23	5	0	0	0	0	0	0	0	0	0	0	28
9:00	0	22	1	0	2	1	0	0	0	0	0	0	0	27
9:15	0	15	5	0	0	0	0	0	0	0	0	0	0	20
9:30	0	19	7	0	0	0	0	0	0	0	0	0	0	26
9:45	0	20	2	0	0	0	0	0	0	0	0	0	0	22
10:00	0	14	5	0	0	0	0	0	0	0	0	0	0	19
10:15	0	19	3	0	2	0	0	0	0	0	0	0	0	24
10:30	0	16	2	0	0	0	0	0	0	0	0	0	0	20
10:45	0	22	3	0	1	0	0	0	0	0	0	0	0	26
11:00	0	17	3	0	1	0	0	0	0	0	0	0	0	21
11:15	0	20	1	0	0	0	0	0	0	0	0	0	0	21
11:30	0	22	3	0	0	0	0	0	0	0	0	0	0	25
11:45	0	21	3	0	0	0	0	0	0	0	0	0	0	24
TOTAL	0	527	88	1	12	1	0	0	0	0	0	0	0	631

AM PEAK HOUR	7:30 AM
AM PEAK VOLUME	727

PM Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	24	3	0	1	0	0	0	0	0	0	0	0	27
12:15	0	26	7	0	0	0	0	0	0	0	0	0	0	29
12:30	0	24	8	0	1	0	0	0	0	0	0	0	0	33
12:45	1	25	3	0	0	0	0	0	0	0	0	0	0	29
13:00	0	21	2	0	0	1	0	0	0	0	0	0	0	24
13:15	0	29	3	0	0	0	0	0	0	0	0	0	0	32
13:30	0	29	2	0	0	0	0	0	0	0	0	0	0	31
13:45	0	23	1	0	0	0	0	0	0	0	0	0	0	24
14:00	0	18	6	0	0	1	0	0	0	0	0	0	0	25
14:15	0	22	3	0	0	0	0	0	0	0	0	0	0	25
14:30	0	21	4	0	0	0	0	0	0	0	0	0	0	25
14:45	0	32	4	0	0	0	0	0	0	0	0	0	0	36
15:00	0	69	3	0	0	0	0	0	0	0	0	0	0	72
15:15	0	62	8	0	0	0	0	0	0	0	0	0	0	70
15:30	0	38	4	1	0	0	0	0	0	0	0	0	0	43
15:45	0	19	5	0	0	0	0	0	0	0	0	0	0	33
16:00	0	40	6	0	0	0	0	0	0	0	0	0	0	46
16:15	0	32	7	0	1	0	0	0	0	0	0	0	0	40
16:30	0	43	7	0	0	0	0	0	0	0	0	0	0	50
16:45	0	31	5	0	1	0	0	0	0	0	0	0	0	37
17:00	1	38	3	0	0	0	0	0	0	0	0	0	0	42
17:15	0	35	6	0	1	0	0	0	0	0	0	0	0	42
17:30	1	29	3	0	0	0	0	0	0	0	0	0	0	33
17:45	0	27	5	0	0	0	0	0	0	0	0	0	0	32
18:00	0	24	4	0	0	0	0	0	0	0	0	0	0	28
18:15	0	20	5	0	0	0	0	0	0	0	0	0	0	25
18:30	0	22	3	0	0	0	0	0	0	0	0	0	0	25
18:45	0	20	2	0	0	0	0	0	0	0	0	0	0	22
19:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
19:15	0	17	1	0	0	0	0	0	0	0	0	0	0	18
19:30	0	13	3	0	0	0	0	0	0	0	0	0	0	16
19:45	0	12	2	0	0	0	0	0	0	0	0	0	0	14
20:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17
20:15	0	13	1	0	0	0	0	0	0	0	0	0	0	14
20:30	0	18	0	0	0	0	0	0	0	0	0	0	0	18
20:45	0	13	0	0	0	0	0	0	0	0	0	0	0	13
21:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
21:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10
21:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11
21:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
22:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
22:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
22:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
23:00	1	4	0	0	0	0	0	0	0	0	0	0	0	5
23:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
TOTAL	4	1,023	141	1	5	2	0	0	0	0	0	0	0	1,176

PM PEAK HOUR	2:45 PM
PM PEAK VOLUME	773

TOTAL: AM+PM	4	1,527	229	2	17	3	0	0	0	0	0	0	0	1,807
% OF TOTAL	0.2%	84.5%	12.7%	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

CLASS 1	Class 1 — Motorcycles	CLASS 8	4 to 7 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 6 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		

A101021

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AlmTD LLC, tel: 714.253.7888 cs@almtd.com

DATE: Tuesday, January 23, 2024

CITY: Dana Point

JOB #: 3C1335

CLASS15 Selva Rd between Copper Lantern St and Calle La Primavera

AM	COMBINED														PM	COMBINED													
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	8	0	0	0	0	0	0	0	0	0	0	8	12:00	0	67	15	0	1	0	0	0	0	0	0	0	0	103
0:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3	12:15	0	65	10	0	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	2	12:30	0	63	30	0	4	0	0	0	0	0	0	0	0	97
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:45	1	64	12	0	1	0	0	0	0	0	0	0	0	78
1:00	0	1	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	0	85
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:15	0	65	6	0	2	0	0	0	0	0	0	0	0	73
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:30	0	90	15	0	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	2	13:45	0	83	9	0	0	0	0	0	0	0	0	0	0	92
2:00	0	0	1	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	0	100
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	101	21	1	1	0	0	0	0	0	0	0	0	124
2:30	0	1	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	0	100
2:45	0	1	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	0	105
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:00	0	140	27	1	4	0	0	0	0	0	0	0	0	174
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:15	1	131	24	0	1	0	0	0	0	0	0	0	0	154
3:30	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	0	128
3:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2	15:45	0	88	23	2	1	0	0	0	0	0	0	0	0	97
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16:00	0	89	20	0	2	0	0	0	0	0	0	0	0	111
4:15	0	4	1	0	1	0	0	0	0	0	0	0	0	6	16:15	0	91	23	0	4	0	0	0	0	0	0	0	0	117
4:30	0	6	1	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	0	120
4:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8	16:45	0	97	20	0	2	0	0	0	0	0	0	0	0	119
5:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11	17:00	1	108	17	0	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	22	17:15	0	101	12	0	2	1	0	0	0	0	0	0	0	116
5:30	0	13	5	0	0	0	0	0	0	0	0	0	0	18	17:30	1	96	16	0	3	0	0	0	0	0	0	0	0	116
5:45	0	9	5	0	1	0	0	0	0	0	0	0	0	15	17:45	1	93	10	0	1	0	0	0	0	0	0	0	0	105
6:00	0	19	0	0	0	0	0	0	0	0	0	0	0	19	18:00	2	91	16	0	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	29	18:15	0	72	9	0	0	0	0	0	0	0	0	0	0	81
6:30	0	36	9	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	0	59
6:45	0	48	14	1	1	0	0	0	0	0	0	0	0	64	18:45	0	64	7	0	0	0	0	0	0	0	0	0	0	71
7:00	0	67	13	0	2	0	0	0	0	0	0	0	0	82	19:00	0	58	13	0	1	0	0	0	0	0	0	0	0	72
7:15	0	103	19	1	2	0	0	0	0	0	0	0	0	127	19:15	0	56	6	0	0	0	0	0	0	0	0	0	0	62
7:30	0	139	18	0	2	0	0	0	0	0	0	0	0	159	19:30	0	39	9	0	0	0	0	0	0	0	0	0	0	48
7:45	0	177	30	0	0	0	0	0	0	0	0	0	0	207	19:45	0	31	5	0	0	0	0	0	0	0	0	0	0	37
8:00	0	145	13	0	1	0	0	0	0	0	0	0	0	159	20:00	0	32	4	0	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	120	20:15	0	34	2	0	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	83	20:30	0	36	2	0	0	0	0	0	0	0	0	0	0	38
8:45	0	76	12	0	0	0	0	0	0	0	0	0	0	88	20:45	0	30	2	0	0	0	0	0	0	0	0	0	0	32
9:00	0	75	14	0	2	1	0	0	0	0	0	0	0	92	21:00	0	32	3	0	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	82	21:15	0	35	0	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	72	21:30	0	18	2	0	0	0	0	0	0	0	0	0	0	22
9:45	0	70	10	0	1	0	0	0	0	0	0	0	0	87	21:45	0	9	4	0	0	0	0	0	0	0	0	0	0	13
10:00	0	71	13	0	1	0	0	0	0	0	0	0	0	87	22:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
10:15	0	62	7	0	0	0	0	0	0	0	0	0	0	72	22:15	0	8	2	0	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	73	22:30	0	10	2	0	0	0	0	0	0	0	0	0	0	12
10:45	0	53	9	0	0	0	0	0	0	0	0	0	0	62	22:45	0	7	1	0	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	79	23:00	1	5	0	0	0	0	0	0	0	0	0	0	0	6
11:15	1	80	5	0	1	0	0	0	0	0	0	0	0	87	23:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:30	0	81	12	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	0	4
11:45	0	73	9	0	2	0	0	0	1	0	0	0	0	87	23:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
TOTAL	1	1,980	395	2	30	1	0	0	1	0	0	0	0	2,329	TOTAL	8	2,311	400	4	37	4	0	0	0	0	0	0	0	2,754
								AM PEAK HOUR						7:15 AM								PM PEAK HOUR						2:45 PM
								AM PEAK VOLUME						687								PM PEAK VOLUME						966

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	9	4,091	795	6	37	5	0	0	1	0	0	0	0	5,754
% OF TOTAL	0.2%	71.1%	13.8%	0.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

A81623

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AxisTO-LLC, tel: 714.733.3686 ras@axisto.com

DATE: Tuesday, January 23, 2024
JOB #: SC4068

CITY: Dana Point
LOCATION: CLASS13 Del Prado Ave between Shopping Center DWY and Pacific Coast Hwy

AM TIME	EASTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
0:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	1	0	0	1	0	0	0	0	0	0	0	0	2
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	1	1	0	0	0	0	0	1	0	0	0	0	3
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45	0	0	1	0	1	0	0	0	0	0	0	0	0	10
6:00	0	1	2	0	0	0	0	0	0	0	0	0	0	4
6:15	0	2	0	1	0	0	0	0	0	0	0	0	0	3
6:30	0	4	0	1	0	0	0	0	0	0	0	0	0	5
6:45	0	3	3	0	0	0	0	0	0	0	0	0	0	6
7:00	0	10	1	1	0	0	0	0	0	0	0	0	0	12
7:15	0	10	1	0	0	0	0	0	0	0	0	0	0	17
7:30	0	10	7	1	0	0	0	0	0	0	0	0	0	22
7:45	0	24	2	1	0	0	0	0	0	0	0	0	0	26
8:00	0	10	4	1	0	0	0	0	0	0	0	0	0	23
8:15	0	21	0	0	1	0	0	0	0	0	0	0	0	20
8:30	0	30	7	3	1	0	0	1	0	0	0	0	0	26
8:45	0	39	15	3	1	1	0	0	0	0	0	0	0	39
9:00	0	13	9	1	4	0	0	0	0	0	0	0	0	27
9:15	0	24	10	3	2	0	0	0	0	0	0	0	0	37
9:30	0	21	9	3	3	0	0	0	0	0	0	0	0	33
9:45	0	30	10	4	1	0	0	0	1	0	0	0	0	31
10:00	0	25	0	2	3	0	0	0	1	0	0	0	0	36
10:15	0	39	5	0	3	0	0	0	0	0	0	0	0	47
10:30	0	30	6	0	5	0	0	0	0	0	0	0	0	41
10:45	0	26	6	3	2	0	0	0	0	0	0	0	0	35
11:00	0	34	8	0	2	0	0	0	0	0	0	0	0	34
11:15	0	30	4	1	3	0	0	0	1	0	0	0	0	38
11:30	0	40	8	3	4	1	0	0	0	0	0	0	0	52
11:45	0	37	12	0	0	0	0	0	0	0	0	0	0	49
TOTAL	0	486	146	17	33	2	0	1	4	0	0	0	0	689

AM PEAK HOUR 11:00 AM
AM PEAK VOLUME 163

PM Time	EASTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	39	8	1	1	0	0	0	0	0	0	0	0	49
12:15	0	50	4	0	0	0	0	0	0	0	0	0	0	54
12:30	0	30	6	1	0	0	0	0	0	0	0	0	0	43
12:45	0	37	6	0	1	0	0	0	0	0	0	0	0	44
13:00	0	40	7	1	1	0	0	0	0	0	0	0	0	50
13:15	0	44	7	1	0	0	0	0	0	0	0	0	0	52
13:30	0	48	8	0	0	0	0	0	0	0	0	0	0	56
13:45	0	28	3	0	0	0	0	0	0	0	0	0	0	31
14:00	0	35	6	1	0	0	0	0	0	0	0	0	0	42
14:15	0	39	7	0	0	0	0	0	0	0	0	0	0	46
14:30	0	42	4	2	0	0	0	1	0	0	0	0	0	49
14:45	0	54	2	0	0	0	0	0	0	0	0	0	0	57
15:00	0	53	4	2	0	1	0	0	0	0	0	0	0	60
15:15	0	62	5	0	1	0	0	0	0	0	0	0	0	68
15:30	0	49	5	1	0	0	0	0	0	0	0	0	0	55
15:45	0	35	9	0	0	0	0	0	0	0	0	0	0	45
16:00	0	51	7	0	0	0	0	0	0	0	0	0	0	58
16:15	0	48	10	2	0	0	0	0	0	0	0	0	0	61
16:30	0	41	6	0	0	0	0	0	0	0	0	0	0	47
16:45	0	27	5	1	0	0	0	0	0	0	0	0	0	43
17:00	0	59	6	0	0	0	0	0	0	0	0	0	0	65
17:15	1	53	3	1	0	0	0	0	0	0	0	0	0	58
17:30	0	48	4	0	1	0	0	0	0	0	0	0	0	53
17:45	1	35	6	1	0	0	0	0	0	0	0	0	0	43
18:00	0	35	5	0	0	0	0	0	0	0	0	0	0	40
18:15	0	29	2	1	0	0	0	0	0	0	0	0	0	32
18:30	0	35	7	1	0	0	0	0	0	0	0	0	0	43
18:45	0	30	3	0	0	0	0	0	0	0	0	0	0	33
19:00	0	51	0	2	1	0	0	0	0	0	0	0	0	53
19:15	0	35	8	0	0	0	0	0	0	0	0	0	0	43
19:30	1	39	3	0	0	0	0	0	0	0	0	0	0	43
19:45	0	34	0	1	0	0	0	0	0	0	0	0	0	35
20:00	0	27	2	0	0	0	0	0	0	0	0	0	0	29
20:15	0	20	0	0	0	0	0	0	0	0	0	0	0	20
20:30	0	16	1	1	0	0	0	0	0	0	0	0	0	18
20:45	0	12	1	0	0	0	0	0	0	0	0	0	0	13
21:00	0	22	0	1	0	0	0	0	0	0	0	0	0	23
21:15	0	16	2	2	0	0	0	0	0	0	0	0	0	20
21:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
21:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
22:00	0	12	2	3	0	0	0	0	0	0	0	0	0	17
22:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
22:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
22:45	0	1	0	0	0	0	0	0	0	1	0	0	0	2
23:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:15	0	3	0	0	1	0	0	0	0	0	0	0	0	4
23:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7
23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
TOTAL	1	1,484	186	27	7	1	0	1	1	1	0	0	0	1,710

PM PEAK HOUR 5:00 PM
PM PEAK VOLUME 259

TOTAL: AM+PM	1	1,970	332	44	40	3	0	2	5	1	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	3,454	518	71	73	4	0	3	6	1	0	0	0
% OF TOTAL	0.2%	79.0%	11.8%	1.6%	1.7%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%

CLASS 1	Class 1 — Motorcycles	CLASS 8	4 to 6 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		

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: NexTD LLC, tel: 714 237 7885 co@nextd.com

DATE: Tuesday, January 23, 2024
JOB #: 5C4398

CITY: Dana Point
LOCATION: 0.68011 Del Prado Ave between Shopping Center DWY and Pacific Coast Hwy

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	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	43	12	0	1	1	0	0	0	0	0	0	0	58
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	9	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	33	1	0	1	0	0	0	0	0	0	0	0	36
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	0	1	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	9	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	49	5	0	0	0	0	0	0	0	0	0	0	54
4:45	0	3	3	0	1	0	0	0	0	0	0	0	0	7	16:45	0	72	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	1	2	0	1	0	0	0	0	0	0	0	0	4	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	3	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	10	6	0	0	0	0	0	0	0	0	0	0	16	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	1	0	0	1	0	0	0	0	0	34	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	33	13	0	0	0	0	0	0	0	0	0	0	46	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	36	7	0	0	0	0	0	0	0	0	0	0	43	22:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
10:45	0	55	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	40	5	0	0	0	0	1	0	0	0	0	0	46	23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL	1	931	187	1	20	1	0	2	2	0	0	0	0	987	TOTAL	3	1,488	199	0	11	3	0	1	1	0	0	0	0	1,652

AM PEAK HOUR	10:45 AM
AM PEAK VOLUME	231

PM PEAK HOUR	4:45 PM
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		

TOTAL: AM+PM	#	2,139	386	1	31	6	0	3	3	0	0	0	0	2,539
1% OF TOTAL	0.0%	83.2%	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

AS2223

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AceTD LLC (tel: 714 232 7888 | ed@acetd.com)

DATE: Tuesday, January 23, 2024 **CITY#** Dana Point

JOB #: 824286 CLASS11 Del Prado Ave between Shopping Center ENtY and Pacific Coast Hwy

AM	EASTBOUND														PM	EASTBOUND												
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	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	0	1	0	0	0	0	0	0	0	0	0	0	2	12:30	0	80	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	1	0	0	0	0	0	0	0	0	0	0	0	1	13:30	0	88	14	0	0	0	0	0	0	0	0	0	0	102
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	79	12	1	1	0	0	0	0	0	0	0	0	93
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:15	0	83	9	0	1	0	0	0	0	0	0	0	0	93
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	0	88	11	1	1	0	0	1	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	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	89	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	93	13	0	0	0	0	0	0	0	0	0	0	106
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	83	11	0	0	0	0	0	0	0	0	0	0	94
4:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4	16:45	0	110	9	1	0	0	0	0	0	0	0	0	0	120
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	17:00	0	110	15	0	0	0	0	0	0	0	0	0	0	125
5:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	17:15	2	98	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	0	0	0	0	0	0	0	0	0	14	17:45	1	88	12	1	0	0	0	0	0	0	0	0	0	102
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	8	0	1	0	0	0	0	0	0	0	0	0	9	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	11	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	44	33	1	0	0	0	0	0	0	0	0	0	79	19:45	0	46	3	1	0	0	0	0	0	0	0	0	0	50
8:00	0	39	12	1	0	0	0	0	0	0	0	0	0	53	20:00	0	34	3	0	0	0	0	0	0	0	0	0	0	37
8:15	0	46	17	0	4	0	0	0	1	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	59	21	1	1	0	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	0	0	0	0	0	0	0	0	0	67	21:00	0	29	2	1	0	0	0	0	0	0	0	0	0	32
9:15	0	46	17	1	0	0	0	0	0	0	0	0	0	64	21:15	0	19	4	0	0	0	0	0	0	0	0	0	0	23
9:30	0	38	30	1	0	0	0	0	1	0	0	0	0	70	21:30	0	8	3	0	0	0	0	0	0	0	0	0	0	11
9:45	0	50	28	2	4	0	0	0	1	0	0	0	0	85	21:45	0	19	2	0	0	0	0	0	0	0	0	0	0	22
10:00	0	36	21	2	2	0	0	0	1	0	0	0	0	62	22:00	0	15	3	1	0	0	0	0	0	0	0	0	0	19
10:15	0	23	12	0	0	0	0	0	0	0	0	0	0	35	22:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11
10:30	0	28	13	0	5	0	0	0	0	0	0	0	0	46	22:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
10:45	0	30	17	1	2	1	0	0	0	0	0	0	0	51	22:45	0	5	1	0	0	0	0	0	0	1	0	0	0	7
11:00	0	33	20	0	2	0	0	0	0	0	0	0	0	55	23:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
11:15	0	41	15	1	1	0	0	0	1	0	0	0	0	59	23:15	0	6	0	0	1	0	0	0	0	0	0	0	0	7
11:30	0	27	15	1	5	1	0	0	0	0	0	0	0	49	23:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9
11:45	0	30	17	0	0	0	0	1	0	0	0	0	0	48	23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
TOTAL	1	1,177	531	55	53	3	0	3	6	0	0	0	0	1,906	TOTAL	6	2,802	581	77	18	4	0	7	1	0	0	0	0	3,340

AM PEAK HOUR	10:00 AM	PM PEAK HOUR	4:45 PM
AM PEAK VOLUME	338	PM PEAK VOLUME	465

CLASS 1	Class 1 - Motorcycles	CLASS 8	5 to 6 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	4,078	714	45	71	4	0	5	6	0	0	0	0	4,926
% OF TOTAL	0.1%	82.8%	14.5%	0.9%	1.4%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

A182423

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC, tel: 714.213.7888, ns@aimtd.com

DATE: Tuesday, January 22, 2024

CITY#: Base Point

JOB #: SC4186

CLASS# Camino De Estrella between Camino Capistrano and Calle Verano

AM TIME	EASTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:30	0	1	0	0	1	0	0	0	0	0	0	0	0	2
5:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
6:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
6:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10
6:30	0	8	4	0	0	0	0	0	0	0	0	0	0	12
6:45	0	8	4	1	1	0	0	0	0	0	0	0	0	13
7:00	0	8	2	0	1	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
7:30	0	12	1	0	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
8:00	0	19	5	0	0	0	0	0	0	0	0	0	0	24
8:15	0	29	4	0	0	0	0	0	0	0	0	0	0	33
8:30	0	21	4	0	2	0	0	0	0	0	0	0	0	27
8:45	0	27	5	0	0	0	0	0	0	0	0	0	0	32
9:00	0	14	1	0	1	0	0	0	0	0	0	0	0	16
9:15	0	20	7	0	1	0	0	0	0	0	0	0	0	28
9:30	0	22	3	0	1	0	0	0	0	0	0	0	0	26
9:45	0	15	7	0	1	0	0	0	0	0	0	0	0	23
10:00	0	30	10	0	0	0	0	0	0	0	0	0	0	40
10:15	0	19	4	0	2	0	0	0	0	0	0	0	0	25
10:30	0	20	6	0	1	0	0	0	0	0	0	0	0	27
10:45	0	21	9	0	2	0	0	0	0	0	0	0	0	32
11:00	0	25	5	0	1	0	0	0	0	0	0	0	0	31
11:15	0	23	7	0	0	0	0	0	0	0	0	0	0	30
11:30	0	23	3	0	0	0	0	0	0	0	0	0	0	26
11:45	0	29	3	0	1	0	0	0	0	0	0	0	0	34
TOTAL	0	492	110	1	19	0	0	0	0	0	0	0	0	564

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	171

PM Time	EASTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	21	2	0	1	0	0	0	0	0	0	0	0	24
12:15	0	25	3	0	1	1	0	0	0	0	0	0	0	30
12:30	0	27	6	0	0	0	0	0	0	0	0	0	0	33
12:45	0	25	6	0	0	0	0	0	0	0	0	0	0	31
13:00	0	34	1	0	1	0	0	0	0	0	0	0	0	36
13:15	0	29	6	0	1	0	0	0	0	0	0	0	0	36
13:30	0	17	3	0	0	0	0	0	0	0	0	0	0	20
13:45	0	18	5	0	2	0	0	0	0	0	0	0	0	25
14:00	0	24	10	0	1	0	0	0	0	0	0	0	0	35
14:15	0	25	3	0	1	0	0	0	0	0	0	0	0	29
14:30	0	19	4	0	1	0	0	0	0	0	0	0	0	24
14:45	0	28	6	0	1	0	0	0	0	0	0	0	0	35
15:00	0	25	5	0	1	0	0	0	0	0	0	0	0	31
15:15	0	26	5	0	0	0	0	0	0	0	0	0	0	31
15:30	0	30	11	1	1	0	0	0	0	0	0	0	0	43
15:45	0	27	9	0	2	0	0	0	0	0	0	0	0	38
16:00	0	17	3	0	0	0	0	0	0	0	0	0	0	20
16:15	1	17	6	0	0	0	0	0	0	0	0	0	0	24
16:30	0	24	4	0	1	0	0	0	0	0	0	0	0	29
16:45	0	22	6	0	2	0	0	0	0	0	0	0	0	30
17:00	0	24	3	0	1	0	0	0	0	0	0	0	0	30
17:15	0	41	7	0	2	0	0	0	0	0	0	0	0	50
17:30	0	15	9	0	0	0	0	0	0	0	0	0	0	25
17:45	0	17	2	0	1	0	0	0	0	0	0	0	0	20
18:00	0	16	2	0	0	0	0	0	0	0	0	0	0	18
18:15	0	13	3	0	0	0	0	0	0	0	0	0	0	16
18:30	0	14	0	0	0	0	0	0	0	0	0	0	0	14
18:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10
19:00	0	6	5	0	0	0	0	0	0	0	0	0	0	11
19:15	0	3	4	0	0	0	0	0	0	0	0	0	0	7
19:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13
19:45	0	7	7	0	0	0	0	0	0	0	0	0	0	14
20:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
20:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8
20:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
21:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7
21:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
22:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	1	713	131	1	31	1	0	0	0	0	0	0	0	881

PM PEAK HOUR	3:00 PM
PM PEAK VOLUME	145

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		

	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: AM+PM	1	1,147	267	2	41	1	0	0	0	0	0	0	0	1,459
% OF TOTAL	0.1%	78.6%	18.3%	0.1%	2.8%	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	
TOTAL: ALL	4	2,636	588	4	104	2	0	0	0	0	0	0	0	3,339
% OF TOTAL	0.1%	78.9%	17.7%	0.1%	3.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

A182423

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC, tel: 714 252 7080 co@aimtd.com

DATE: Tuesday, January 23, 2024
JOB #: 1924398

CITY# Dana Point
CROSS Camino De Estrella between Camino Capistrano and Calle Valverde

AM 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
0:15	0	0	1	0	1	0	0	0	0	0	0	0	0	2
0:30	0	2	0	0	1	0	0	0	0	0	0	0	0	3
0:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2:30	0	0	0	0	2	0	0	0	0	0	0	0	0	2
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
3:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:30	0	0	0	0	2	0	0	0	0	0	0	0	0	2
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45	0	4	1	0	1	0	0	0	0	0	0	0	0	6
6:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
6:30	0	2	8	0	1	0	0	0	0	0	0	0	0	11
6:45	0	8	1	1	2	0	0	0	0	0	0	0	0	12
7:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12
7:15	0	12	3	0	2	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
7:45	0	24	4	0	2	0	0	0	0	0	0	0	0	30
8:00	0	26	6	0	1	0	0	0	0	0	0	0	0	33
8:15	0	16	9	0	2	0	0	0	0	0	0	0	0	27
8:30	0	30	9	0	1	0	0	0	0	0	0	0	0	40
8:45	0	26	5	0	1	0	0	0	0	0	0	0	0	32
9:00	0	16	3	0	2	0	0	0	0	0	0	0	0	21
9:15	0	16	6	0	2	0	0	0	0	0	0	0	0	24
9:30	0	25	11	0	0	0	0	0	0	0	0	0	0	36
9:45	0	24	4	0	2	0	0	0	0	0	0	0	0	30
10:00	0	25	7	0	0	0	0	0	0	0	0	0	0	32
10:15	1	29	6	0	1	1	0	0	0	0	0	0	0	40
10:30	0	23	5	0	2	0	0	0	0	0	0	0	0	31
10:45	0	20	5	0	0	0	0	0	0	0	0	0	0	25
11:00	0	21	5	0	2	0	0	0	0	0	0	0	0	29
11:15	1	29	3	0	2	0	0	0	0	0	0	0	0	35
11:30	0	21	6	0	0	0	0	0	0	0	0	0	0	27
11:45	0	26	11	0	3	0	0	0	0	0	0	0	0	41
TOTAL	2	447	138	1	40	1	0	0	0	0	0	0	0	629

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	132

PM Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	34	6	0	1	0	0	0	0	0	0	0	0	41
12:15	0	27	7	0	1	1	0	0	0	0	0	0	0	36
12:30	0	23	6	0	1	0	0	0	0	0	0	0	0	30
12:45	0	27	11	0	0	0	0	0	0	0	0	0	0	38
13:00	0	23	5	0	3	0	0	0	0	0	0	0	0	31
13:15	0	34	7	0	2	0	0	0	0	0	0	0	0	43
13:30	0	28	5	0	0	0	0	0	0	0	0	0	0	33
13:45	0	37	6	0	3	0	0	0	0	0	0	0	0	46
14:00	1	38	9	0	2	0	0	0	0	0	0	0	0	50
14:15	0	28	7	0	1	0	0	0	0	0	0	0	0	37
14:30	0	32	7	0	1	0	0	0	0	0	0	0	0	40
14:45	0	33	3	0	0	0	0	0	0	0	0	0	0	36
15:00	0	37	7	0	1	0	0	0	0	0	0	0	0	45
15:15	0	33	4	0	1	0	0	0	0	0	0	0	0	38
15:30	0	34	9	1	1	0	0	0	0	0	0	0	0	45
15:45	0	35	6	0	1	0	0	0	0	0	0	0	0	42
16:00	0	27	4	0	0	0	0	0	0	0	0	0	0	31
16:15	0	42	2	0	0	0	0	0	0	0	0	0	0	44
16:30	0	45	6	0	1	0	0	0	0	0	0	0	0	52
16:45	0	38	7	0	1	0	0	0	0	0	0	0	0	46
17:00	0	37	3	0	0	0	0	0	0	0	0	0	0	40
17:15	0	39	4	0	0	0	0	0	0	0	0	0	0	43
17:30	0	28	8	0	0	0	0	0	0	0	0	0	0	36
17:45	0	38	5	0	0	0	0	0	0	0	0	0	0	43
18:00	0	24	5	0	0	0	0	0	0	0	0	0	0	29
18:15	0	17	6	0	0	0	0	0	0	0	0	0	0	23
18:30	0	25	6	0	0	0	0	0	0	0	0	0	0	31
18:45	0	20	2	0	0	0	0	0	0	0	0	0	0	22
19:00	0	16	3	0	1	0	0	0	0	0	0	0	0	20
19:15	0	14	2	0	0	0	0	0	0	0	0	0	0	16
19:30	0	17	1	0	0	0	0	0	0	0	0	0	0	18
19:45	0	10	2	0	0	0	0	0	0	0	0	0	0	12
20:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
20:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10
20:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9
20:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8
21:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8
21:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
21:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7
21:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5
22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
22:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
TOTAL	1	1,022	187	1	23	1	0	0	0	0	0	0	0	1,235

PM PEAK HOUR	1:15 PM
PM PEAK VOLUME	182

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

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

A101021

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AlmTD LLC, tel: 714.253.7888 cs@almtd.com

DATE: Tuesday, January 23, 2024

CITY#: Dana Point

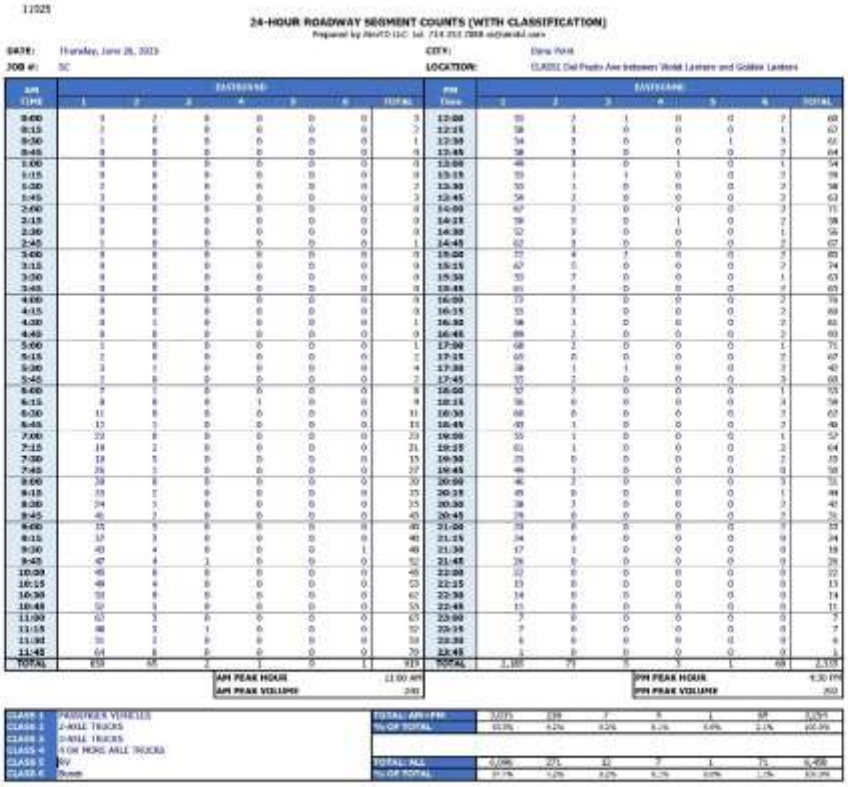
JOB #: 3C1331

CLASS# Camino De Estrella between Camino Capistrano and Calle Vecino

AM	COMBINED														PM	COMBINED													
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	68	30	0	2	0	0	0	0	0	0	0	0	72
0:15	0	1	1	0	1	0	0	0	0	0	0	0	0	3	12:15	0	52	12	0	2	2	0	0	0	0	0	0	0	68
0:30	0	2	0	0	1	0	0	0	0	0	0	0	0	3	12:30	0	38	11	0	1	0	0	0	0	0	0	0	0	50
0:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12:45	0	32	17	0	0	0	0	0	0	0	0	0	0	49
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:00	0	37	6	0	4	0	0	0	0	0	0	0	0	47
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:15	0	63	11	0	3	0	0	0	0	0	0	0	0	78
1:30	0	0	1	0	1	0	0	0	0	0	0	0	0	2	13:30	0	55	6	0	0	0	0	0	0	0	0	0	0	61
1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:45	0	46	10	0	0	0	0	0	0	0	0	0	0	73
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:00	1	62	39	0	3	0	0	0	0	0	0	0	0	95
2:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1	14:15	0	54	10	0	1	0	0	0	0	0	0	0	0	65
2:30	0	0	0	0	2	0	0	0	0	0	0	0	0	2	14:30	0	51	11	0	1	0	0	0	0	0	0	0	0	64
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:45	0	62	9	0	1	0	0	0	0	0	0	0	0	72
3:00	0	1	1	0	2	0	0	0	0	0	0	0	0	4	15:00	0	62	10	0	3	0	0	0	0	0	0	0	0	76
3:15	0	1	0	0	1	0	0	0	0	0	0	0	0	2	15:15	0	58	9	0	1	0	0	0	0	0	0	0	0	68
3:30	0	0	1	0	2	0	0	0	0	0	0	0	0	3	15:30	0	64	20	0	2	0	0	0	0	0	0	0	0	86
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:45	0	62	15	0	2	0	0	0	0	0	0	0	0	89
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:00	0	64	7	0	0	0	0	0	0	0	0	0	0	71
4:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16:15	1	58	6	0	0	0	0	0	0	0	0	0	0	65
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:30	0	67	10	0	1	0	0	0	0	0	0	0	0	78
4:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2	16:45	0	52	15	0	1	0	0	0	0	0	0	0	0	68
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:00	0	61	16	0	1	0	0	0	0	0	0	0	0	77
5:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1	17:15	0	72	11	0	1	0	0	0	0	0	0	0	0	90
5:30	0	1	1	0	1	0	0	0	0	0	0	0	0	3	17:30	0	37	17	0	0	0	0	0	0	0	0	0	0	54
5:45	0	0	2	0	1	0	0	0	0	0	0	0	0	3	17:45	0	55	7	0	1	0	0	0	0	0	0	0	0	63
6:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	18:00	0	62	7	0	0	0	0	0	0	0	0	0	0	70
6:15	0	12	3	0	0	0	0	0	0	0	0	0	0	15	18:15	0	38	4	0	0	0	0	0	0	0	0	0	0	42
6:30	0	13	12	0	1	0	0	0	0	0	0	0	0	32	18:30	0	38	6	0	0	0	0	0	0	0	0	0	0	45
6:45	0	17	5	2	1	0	0	0	0	0	0	0	0	27	18:45	0	36	2	0	0	0	0	0	0	0	0	0	0	38
7:00	0	17	4	0	2	0	0	0	0	0	0	0	0	23	19:00	0	24	6	0	1	0	0	0	0	0	0	0	0	31
7:15	0	23	6	0	2	0	0	0	0	0	0	0	0	33	19:15	0	18	6	0	0	0	0	0	0	0	0	0	0	24
7:30	0	30	4	0	0	0	0	0	0	0	0	0	0	34	19:30	0	18	2	0	0	0	0	0	0	0	0	0	0	20
7:45	0	33	6	0	1	0	0	0	0	0	0	0	0	40	19:45	0	17	4	0	0	0	0	0	0	0	0	0	0	21
8:00	0	37	14	0	1	0	0	0	0	0	0	0	0	52	20:00	0	18	2	0	0	0	0	0	0	0	0	0	0	20
8:15	0	48	13	0	2	0	0	0	0	0	0	0	0	63	20:15	0	14	2	0	0	0	0	0	0	0	0	0	0	16
8:30	0	51	12	0	3	0	0	0	0	0	0	0	0	66	20:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10
8:45	0	53	10	0	1	0	0	0	0	0	0	0	0	64	20:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11
9:00	0	30	9	0	7	0	0	0	0	0	0	0	0	46	21:00	0	10	0	0	1	0	0	0	0	0	0	0	0	11
9:15	0	36	13	0	3	0	0	0	0	0	0	0	0	52	21:15	0	8	5	0	0	0	0	0	0	0	0	0	0	13
9:30	0	47	16	0	1	0	0	0	0	0	0	0	0	64	21:30	0	7	4	0	0	0	0	0	0	0	0	0	0	11
9:45	0	29	11	0	3	0	0	0	0	0	0	0	0	43	21:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9
10:00	0	45	17	0	0	0	0	0	0	0	0	0	0	62	22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
10:15	1	48	14	0	1	1	0	0	0	0	0	0	0	65	22:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8
10:30	0	49	11	0	4	0	0	0	0	0	0	0	0	64	22:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7
10:45	0	41	14	0	2	0	0	0	0	0	0	0	0	57	22:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9
11:00	0	46	18	0	4	0	0	0	0	0	0	0	0	68	23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
11:15	1	57	16	0	7	0	0	0	0	0	0	0	0	81	23:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:30	0	44	8	0	0	0	0	0	0	0	0	0	0	52	23:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
11:45	0	39	14	0	2	0	0	0	0	0	0	0	0	75	23:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
TOTAL	3	879	249	2	66	1	0	0	0	0	0	0	0	1,200	TOTAL	3	1,737	339	2	44	2	0	0	0	0	0	0	0	2,125
										AM PEAK HOUR				11:00 AM										PM PEAK HOUR				3:00 PM
										AM PEAK VOLUME				350										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		

TOTAL: AM+PM	4	2,616	588	4	104	3	0	0	0	0	0	0	0	0	3,325
% OF TOTAL	0.1%	78.7%	17.7%	0.1%	3.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%



11025

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AlexTD LLC tel. 714.353.7888 ed@alextd.com

DATE: Thursday, June 26, 2025 CITY: Dana Point

JOB #: SC LOCATION: CL0351 Del Prado Ave between Violet Lantern and Golden Lantern

AM TIME	EASTBOUND 1	2	3	4	5	6	TOTAL	PM Time	EASTBOUND 1	2	3	4	5	6	TOTAL
0:00	3	2	0	0	0	0	5	12:00	55	3	1	0	0	2	61
0:15	1	0	0	0	0	0	1	12:15	58	1	0	0	0	1	60
0:30	1	0	0	0	0	0	1	12:30	54	3	0	0	1	1	60
0:45	0	0	0	0	0	0	0	12:45	58	1	0	1	0	2	64
1:00	0	0	0	0	0	0	0	13:00	48	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	50	1	0	0	0	2	53
1:45	1	0	0	0	0	0	1	13:45	56	2	0	0	0	2	60
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	59	0	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	2	0	0	0	2	66
3:00	0	0	0	0	0	0	0	15:00	77	0	1	0	0	2	80
3:15	0	0	0	0	0	0	0	15:15	67	0	0	0	0	2	74
3:30	0	0	0	0	0	0	0	15:30	55	2	0	0	0	1	63
3:45	0	0	0	0	0	0	0	15:45	61	0	0	0	0	2	63
4:00	0	0	0	0	0	0	0	16:00	73	2	0	0	0	2	79
4:15	0	0	0	0	0	0	0	16:15	59	1	0	0	0	2	62
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	69	2	0	0	0	2	73
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	60	0	0	0	0	2	62
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	70	2	0	0	0	2	68
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	2	58
6:30	11	0	0	0	0	0	11	18:30	60	0	0	0	0	2	62
6:45	11	0	0	0	0	0	11	18:45	47	1	0	0	0	2	49
7:00	20	0	0	0	0	0	20	19:00	50	1	0	0	0	1	52
7:15	18	2	0	0	0	0	21	19:15	61	1	0	0	0	2	64
7:30	13	5	0	0	0	0	15	19:30	73	0	0	0	0	2	75
7:45	26	1	0	0	0	0	27	19:45	48	1	0	0	0	0	50
8:00	28	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	69	0	0	0	0	1	69
8:30	24	1	0	0	0	0	25	20:30	38	2	0	0	0	2	42
8:45	40	2	0	0	0	0	42	20:45	28	0	0	0	0	2	30
9:00	35	1	0	0	0	0	40	21:00	33	0	0	0	0	0	33
9:15	37	3	0	0	0	0	40	21:15	34	0	0	0	0	0	34
9:30	40	4	0	0	0	1	46	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	0	0	0	0	0	62	22:30	14	0	0	0	0	0	14
10:45	52	1	0	0	0	0	53	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	1	0	0	0	0	53	23:30	6	0	0	0	0	0	6
11:45	64	8	0	0	0	0	72	23:45	1	0	0	0	0	0	1
TOTAL	859	65	2	1	0	1	919	TOTAL	2,185	71	5	3	1	68	2,333

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	240

PM PEAK HOUR	4:30 PM
PM PEAK VOLUME	302

		TOTAL EASTBOUND						
CLASS 1	PASSENGER VEHICLES	3,025	136	7	4	1	68	3,251
CLASS 2	2-AXLE TRUCKS	93.0%	4.2%	0.2%	0.1%	0.0%	2.1%	69.5%
CLASS 3	3-AXLE TRUCKS							
CLASS 4	4 OR MORE AXLE TRUCKS							
CLASS 5	RV	TOTAL ALL	6,096	271	42	7	1	71	6,488
CLASS 6	Buses	% OF TOTAL	93.9%	4.2%	0.6%	0.1%	0.0%	1.1%	69.3%

11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by Alert1D LLC tel. 714 253 ABIA (a@alert1d.com)

DATE: Thursday, June 26, 2025
JOB #: 9C

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

AM TIME	WESTBOUND 1	2	3	4	5	6	TOTAL
0:00	1	0	0	0	0	0	1
0:15	0	0	0	0	0	0	0
0:30	1	0	0	0	0	0	1
0:45	1	0	0	0	0	0	1
1:00	1	0	0	0	0	0	1
1:15	0	0	0	0	0	0	0
1:30	1	0	0	0	0	0	1
1:45	0	0	0	0	0	0	0
2:00	2	0	0	1	0	0	3
2:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0
3:00	1	0	0	0	0	0	1
3:15	1	0	0	0	0	0	1
3:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0
4:00	1	0	0	0	0	0	1
4:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0
4:45	2	0	0	0	0	0	2
5:00	1	0	0	0	0	0	1
5:15	3	0	0	0	0	0	3
5:30	2	0	0	0	0	0	2
5:45	5	0	0	0	0	0	5
6:00	2	0	0	0	0	0	2
6:15	9	2	0	0	0	0	11
6:30	16	3	1	0	0	0	20
6:45	20	3	0	0	0	0	23
7:00	26	3	0	0	0	0	29
7:15	25	0	1	0	0	0	26
7:30	21	1	0	0	0	0	22
7:45	43	5	0	0	0	0	50
8:00	35	0	0	0	0	0	35
8:15	26	3	0	0	0	0	29
8:30	26	0	0	0	0	0	26
8:45	32	2	1	0	0	0	35
9:00	47	3	1	0	0	1	52
9:15	36	3	0	0	0	0	39
9:30	45	3	0	0	0	0	48
9:45	51	4	0	0	0	0	55
10:00	41	3	0	0	0	0	44
10:15	46	4	0	0	0	0	50
10:30	61	6	0	0	0	0	67
10:45	57	4	0	0	0	0	61
11:00	52	2	0	1	0	0	56
11:15	56	1	0	1	0	1	57
11:30	59	2	0	0	0	0	61
11:45	51	1	0	0	0	0	52
TOTAL	844	64	4	3	0	2	1,807

AM PEAK HOUR	10:30 AM
AM PEAK VOLUME	241

PM TIME	WESTBOUND 1	2	3	4	5	6	TOTAL
12:00	72	1	0	0	0	0	77
12:15	74	1	0	0	0	0	77
12:30	63	1	0	0	0	0	66
12:45	60	1	0	0	0	0	65
13:00	46	1	0	0	0	0	50
13:15	64	1	0	0	0	0	66
13:30	55	4	0	0	0	0	59
13:45	70	0	0	0	0	0	70
14:00	87	7	1	0	0	0	95
14:15	84	0	0	0	0	0	84
14:30	70	0	0	0	0	0	75
14:45	58	1	0	0	0	0	60
15:00	65	2	0	0	0	0	67
15:15	59	1	0	0	0	0	64
15:30	53	0	0	0	0	0	61
15:45	64	3	0	0	0	0	67
16:00	59	1	0	0	0	0	60
16:15	56	2	0	0	0	0	58
16:30	75	3	0	0	0	0	80
16:45	68	3	0	0	0	0	71
17:00	52	0	0	0	0	0	52
17:15	56	0	0	0	0	0	56
17:30	60	1	0	0	0	0	61
17:45	77	0	0	0	0	0	77
18:00	54	0	0	0	0	0	54
18:15	93	0	0	0	0	0	93
18:30	66	0	0	0	0	0	66
18:45	50	0	0	0	0	0	50
19:00	32	0	0	0	0	0	32
19:15	35	1	0	0	0	0	36
19:30	37	2	0	0	0	0	39
19:45	52	2	0	0	0	0	54
20:00	37	0	0	0	0	0	37
20:15	39	0	0	0	0	0	39
20:30	33	1	0	0	0	0	34
20:45	27	0	0	0	0	0	27
21:00	18	0	0	0	0	0	18
21:15	23	0	0	0	0	0	23
21:30	17	1	0	0	0	0	18
21:45	11	0	0	0	0	0	11
22:00	18	1	0	0	0	0	19
22:15	3	0	0	0	0	0	5
22:30	11	0	0	0	0	0	11
22:45	6	1	0	0	0	0	7
23:00	6	0	0	0	0	0	6
23:15	5	0	0	0	0	0	5
23:30	3	0	0	0	0	0	3
23:45	5	0	0	0	0	0	5
TOTAL	2,117	79	1	0	0	0	2,197

PM PEAK HOUR	12:00 PM
PM PEAK VOLUME	305

CLASS 1	PASSENGER VEHICLES						
CLASS 2	2-AXLE TRUCKS						
CLASS 3	3-AXLE TRUCKS						
CLASS 4	4 OR MORE AXLE TRUCKS						
CLASS 5	RV						
CLASS 6	BUS						
TOTAL AM+PM	3,861	133	5	3	0	2	3,304
% OF TOTAL	96.6%	4.3%	0.2%	0.1%	0.0%	0.1%	100.0%

11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by: NorthStar LLC tel. 714 250 7888 info@northstarllc.com

DATE: Thursday, June 26, 2025 CITY: Dana Point

JOB #: 3C 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	1	0	0	0	0	8	12:00	117	7	1	0	0	2	127
0:15	2	0	0	0	0	0	2	12:15	122	8	0	0	0	1	131
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	96	4	0	1	0	1	104
1:15	0	0	0	0	0	0	0	13:15	119	7	1	0	0	2	129
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	7	0	0	0	1	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	123	9	0	0	0	2	134
3:00	1	0	0	0	0	0	1	15:00	107	6	2	0	0	3	118
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	123	7	0	0	0	2	132
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	257	5	0	0	0	2	269
5:00	2	0	0	0	0	0	2	17:00	126	7	0	0	0	3	136
5:15	5	0	0	0	0	0	5	17:15	133	8	0	0	0	3	145
5:30	0	1	0	0	0	0	1	17:30	98	3	1	0	0	2	104
5:45	7	0	0	0	0	0	7	17:45	132	7	0	0	0	3	142
6:00	10	1	0	0	0	0	11	18:00	106	7	0	0	0	1	114
6:15	17	2	0	1	0	0	20	18:15	109	9	0	0	0	4	122
6:30	27	1	1	0	0	0	29	18:30	126	8	0	0	0	2	136
6:45	32	4	0	0	0	0	36	18:45	93	1	0	0	0	2	96
7:00	91	1	0	0	0	0	92	19:00	97	1	0	0	0	1	99
7:15	94	2	1	0	0	0	97	19:15	96	3	0	0	0	0	99
7:30	33	4	0	0	0	0	37	19:30	70	2	0	0	0	2	74
7:45	73	3	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	93	2	0	0	0	3	98
8:15	69	5	0	0	0	0	74	20:15	92	0	0	0	0	3	95
8:30	58	1	0	0	0	0	59	20:30	71	5	0	0	0	3	79
8:45	93	4	1	0	0	0	98	20:45	76	0	0	0	0	2	78
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	32	0	0	0	0	0	32
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	100	7	0	0	0	0	118	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	5	0	0	0	0	0	5
11:45	117	7	0	0	0	0	124	23:45	6	0	0	0	0	0	6
TOTAL	1,795	118	6	3	0	2	1,924	TOTAL	6,302	151	6	2	1	66	6,528

AM PEAK HOUR	10:30 AM
AM PEAK VOLUME	475

PM PEAK HOUR	5:00 PM
PM PEAK VOLUME	539

CLASS 1	PASSENGER VEHICLES							
CLASS 2	2-AXLE TRUCKS							
CLASS 3	3-AXLE TRUCKS							
CLASS 4	4 OR MORE AXLE TRUCKS							
CLASS 5	RV							
CLASS 6	Buses							
TOTAL (AM+PM)	6,298	270	12	5	1	73	6,458	
% OF TOTAL	96.8%	4.2%	0.2%	0.1%	0.0%	1.1%	100.0%	

A81623

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

REPRINTS BY: AxisTO LLC, tel: 714.733.3686 ras@axisto.com

DATE: Tuesday, January 23, 2024
JOB #: SC4068

CITY: Dana Point
LOCATION: CLASS0 Dana Point Harbor Dr between Golden Lantern and Embarcadero Pl

AM TIME	EASTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
0:15	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
0:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	1	0	0	1	0	0	0	0	0	0	0	0	2
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
4:15	0	2	0	0	0	0	0	0	1	0	0	0	0	3
4:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	4	0	0	0	0	0	0	0	0	0	0	10
5:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6
5:45	0	0	3	0	0	0	0	0	0	0	0	0	0	9
6:00	0	5	2	0	0	1	0	0	0	0	0	0	0	8
6:15	0	9	2	0	0	0	0	0	0	0	0	0	0	11
6:30	0	7	4	0	1	0	0	0	0	0	0	0	0	12
6:45	0	11	6	0	0	1	0	0	0	0	0	0	0	18
7:00	0	20	9	0	0	0	0	0	0	0	0	0	0	34
7:15	0	31	10	0	0	0	0	0	0	0	0	0	0	41
7:30	0	20	9	0	2	0	0	0	0	0	0	0	0	31
7:45	0	27	6	0	0	0	0	0	0	0	0	0	0	33
8:00	0	26	10	0	1	0	0	1	0	0	0	0	0	38
8:15	0	39	10	0	1	0	0	0	0	0	0	0	0	50
8:30	0	36	9	0	0	0	0	0	0	0	0	0	0	47
8:45	0	41	12	0	1	0	0	0	0	0	0	0	0	54
9:00	0	45	11	0	2	0	0	0	0	0	0	0	0	59
9:15	0	46	13	0	1	0	0	0	0	0	0	0	0	60
9:30	0	79	14	1	1	1	0	0	0	0	0	0	0	97
9:45	0	70	15	1	1	0	0	0	0	0	0	0	0	95
10:00	0	64	16	0	0	0	0	1	0	0	0	0	0	81
10:15	0	70	12	1	1	0	0	0	0	0	0	0	0	84
10:30	1	60	15	0	1	0	0	0	0	0	0	0	0	77
10:45	0	70	10	0	1	0	0	0	1	0	0	0	0	82
11:00	1	67	15	0	0	0	0	0	0	0	0	0	0	83
11:15	0	72	18	1	1	1	0	0	0	0	0	0	0	94
11:30	0	84	24	0	0	1	0	0	0	0	0	0	0	110
11:45	1	69	22	1	0	0	0	0	0	0	0	0	0	93
TOTAL	3	1,145	310	5	20	5	0	2	2	0	0	0	0	1,492
										AM PEAK HOUR				11:00 AM
										AM PEAK VOLUME				390

PM Time	EASTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	84	27	0	3	0	0	0	0	0	0	0	0	139
12:15	0	80	24	0	0	0	0	1	0	0	0	0	0	105
12:30	0	69	30	0	0	0	0	0	0	0	0	0	0	112
12:45	0	99	35	0	0	0	0	0	0	0	0	0	0	134
13:00	0	73	23	0	0	0	0	0	0	0	0	0	0	96
13:15	1	89	21	1	0	0	0	0	0	0	0	0	0	112
13:30	1	80	24	0	3	0	0	0	0	0	0	0	0	108
13:45	0	80	21	0	1	0	0	0	0	0	0	0	0	102
14:00	1	84	26	0	0	1	0	0	0	0	0	0	0	112
14:15	0	87	22	1	2	0	0	1	0	0	0	0	0	113
14:30	0	113	18	1	0	0	0	0	0	0	0	0	0	132
14:45	0	84	21	0	1	0	0	0	0	0	0	0	0	106
15:00	1	109	17	0	2	0	0	0	0	0	0	0	0	129
15:15	0	108	24	0	2	0	0	0	0	0	0	0	0	134
15:30	0	104	33	0	2	0	0	0	0	0	0	0	0	139
15:45	0	90	22	0	0	0	0	0	0	0	0	0	0	112
16:00	2	82	25	0	1	0	0	0	0	0	0	0	0	110
16:15	0	93	16	0	0	0	0	0	0	0	0	0	0	111
16:30	2	100	16	0	1	0	0	0	0	0	0	0	0	119
16:45	1	94	13	0	0	0	0	0	0	0	0	0	0	108
17:00	0	88	22	0	1	0	0	0	0	0	0	0	0	111
17:15	0	86	18	0	0	0	0	0	0	0	0	0	0	104
17:30	0	89	16	0	0	0	0	0	0	0	0	0	0	105
17:45	0	66	11	0	0	0	0	0	0	0	0	0	0	77
18:00	2	67	7	0	0	0	0	0	0	0	0	0	0	77
18:15	0	98	11	0	0	0	0	0	0	0	0	0	0	95
18:30	1	67	10	0	0	0	0	0	0	0	0	0	0	78
18:45	0	43	4	0	0	0	0	0	0	0	0	0	0	46
19:00	0	42	8	0	0	0	0	0	0	0	0	0	0	50
19:15	1	38	3	0	0	0	0	0	0	0	0	0	0	42
19:30	1	33	6	0	0	0	0	0	0	0	0	0	0	40
19:45	0	27	9	0	0	0	0	0	0	0	0	0	0	36
20:00	0	33	4	0	0	0	0	0	0	0	0	0	0	37
20:15	0	27	4	0	0	0	0	0	0	0	0	0	0	31
20:30	0	22	2	0	0	0	0	0	0	0	0	0	0	24
20:45	1	27	3	0	0	0	0	0	0	0	0	0	0	31
21:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19
21:15	0	20	7	0	0	0	0	0	0	0	0	0	0	27
21:30	1	19	4	0	0	0	0	0	0	0	0	0	0	24
21:45	1	10	2	0	0	0	0	0	0	0	0	0	0	13
22:00	1	7	2	0	1	0	0	0	0	0	0	0	0	11
22:15	0	9	2	0	0	0	0	0	0	0	0	0	0	11
22:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9
22:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
23:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
23:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
23:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
TOTAL	19	2,734	362	4	21	1	0	2	0	0	0	0	0	3,144
									PM PEAK HOUR					3:00 PM
									PM PEAK VOLUME					564

CLASS 1	Class 1 — Motorcycles	CLASS 8	2 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	3,879	672	9	31	6	0	3	2	0	0	0	0	4,636
% OF TOTAL	0.5%	83.7%	14.5%	0.2%	0.7%	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	7,826	1,720	44	90	15	0	5	3	0	0	0	0
% OF TOTAL	0.4%	83.7%	18.4%	0.5%	1.0%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: NexTD LLC, tel: 714 237 7880 cs@nextd.com

DATE: Tuesday, January 23, 2024
JOB #: 24123108

CITY: Dana Point
LOCATION: Classic Dana Point Harbor Dr between Golden Lantern and Finisterre Pl

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	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	1	0	0	0	0	0	0	0	0	1	13:45	0	99	18	1	0	0	0	0	0	0	0	0	0	213
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	77	11	1	1	0	0	0	0	0	0	0	0	95
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	83	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	13	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	63	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	3	1	0	0	0	0	0	0	0	0	0	21	16:45	0	89	8	1	2	0	0	0	0	0	0	0	0	100
5:00	0	6	7	0	0	0	0	0	0	0	0	0	0	13	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	35	6	0	0	0	0	0	0	0	0	0	0	41	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	20	3	0	0	0	0	0	0	0	0	0	0	24
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	3	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	11	0	1	0	0	0	0	0	0	0	0	104	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	35	1	4	0	0	0	0	0	0	0	0	132	20:45	0	14	3	0	0	0	0	0	0	0	0	0	0	17
9:00	2	115	21	2	1	1	0	0	0	0	0	0	0	142	21:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
9:15	0	88	24	2	0	2	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	3	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	3	0	0	0	0	0	0	0	0	0	0	0	3
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	104	16	0	1	1	0	0	0	0	0	0	0	134	23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:15	1	93	22	0	1	0	0	0	0	0	0	0	0	117	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	109	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	1,708	429	18	32	7	0	1	1	0	0	0	0	2,204	TOTAL	9	2,282	417	37	37	2	0	0	0	0	0	0	0	2,784

AM PEAK HOUR	9:00 AM	PM PEAK HOUR	12:30 PM
AM PEAK VOLUME	386	PM PEAK VOLUME	440

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	4,310	946	55	69	9	0	1	1	0	0	0	0	5,088
% OF TOTAL	0.3%	84.7%	18.6%	1.1%	1.4%	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

AS2223

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AceTD LLC tel: 714 232 7888 ed@acetd.com

DATE: Tuesday, January 23, 2024 **CITY#** Dana Point

JOB #: 8C4286 CLASS# Dana Point Harbor Dr between Golden Lantern and Embarcadero Pl

AM	COMBINED													PM	COMBINED												
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	1	4	0	0	0	0	0	0	0	0	0	0	5	12:00	0	174	43	0	3	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	0	1	0	0	0	0	0	0	0	0	0	0	1	12:30	0	167	32	1	2	0	0	0	0	0	0	0	0	203
0:45	0	0	1	0	1	0	0	0	0	0	0	0	0	2	12:45	1	181	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	172	46	0	0	1	0	0	0	0	0	0	0	225
1:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1	13:30	1	156	37	0	0	0	0	0	0	0	0	0	0	197
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	153	41	1	0	1	0	0	0	0	0	0	0	208
2:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1	14:15	0	174	33	1	1	0	0	1	0	0	0	0	0	208
2:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2	14:30	0	183	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	32	0	1	0	0	0	0	0	0	0	0	201
3:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2	15:00	2	183	30	0	1	0	0	0	0	0	0	0	0	216
3:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	15:15	0	189	33	2	1	0	0	0	0	0	0	0	0	225
3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:30	0	198	35	1	1	0	0	0	0	0	0	0	0	235
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	31	0	1	0	0	0	0	0	0	0	0	183
4:15	0	3	0	0	0	0	0	0	1	0	0	0	0	4	16:15	0	178	30	1	1	0	0	0	0	0	0	0	0	208
4:30	0	3	5	0	0	0	0	0	0	0	0	0	0	8	16:30	2	176	27	0	2	1	0	0	0	0	0	0	0	207
4:45	0	67	5	1	0	0	0	0	0	0	0	0	0	73	16:45	1	162	23	1	2	0	0	0	0	0	0	0	0	189
5:00	0	84	9	0	0	0	0	0	0	0	0	0	0	93	17:00	2	176	24	0	1	0	0	0	0	0	0	0	0	203
5:15	0	88	5	0	0	0	0	0	0	0	0	0	0	93	17:15	0	164	32	0	0	0	0	0	0	0	0	0	0	196
5:30	0	96	4	0	0	1	0	0	0	0	0	0	0	101	17:30	0	147	26	0	0	0	0	0	0	0	0	0	0	173
5:45	0	91	8	1	0	0	0	0	0	0	0	0	0	100	17:45	1	173	22	1	0	0	0	0	0	0	0	0	0	197
6:00	0	90	8	0	0	1	0	0	0	0	0	0	0	99	18:00	0	88	14	0	0	0	0	0	0	0	0	0	0	102
6:15	0	98	20	1	1	0	0	0	0	0	0	0	0	120	18:15	0	98	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	33	1	0	0	0	0	0	0	0	0	0	113
6:45	0	46	23	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	63	25	0	1	1	0	0	0	0	0	0	0	89	19:00	1	61	13	1	0	0	0	0	0	0	0	0	0	76
7:15	0	73	17	1	0	0	0	0	0	0	0	0	0	91	19:15	1	59	9	0	1	0	0	0	0	0	0	0	0	68
7:30	0	68	21	0	2	1	0	0	0	0	0	0	0	92	19:30	1	55	9	0	0	0	0	0	0	0	0	0	0	65
7:45	0	91	19	0	1	0	0	1	0	0	0	0	0	112	19:45	0	74	12	1	0	0	0	0	0	0	0	0	0	87
8:00	0	121	24	1	1	0	0	1	0	0	0	0	0	148	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	120	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	91	6	0	0	0	0	0	0	0	0	0	0	98
9:00	2	161	32	2	4	1	0	0	0	0	0	0	0	202	21:00	0	27	2	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	38	11	1	0	0	0	0	0	0	0	0	0	40
9:30	0	175	40	1	5	1	0	0	0	0	0	0	0	222	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	26	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	3	126	45	1	3	0	0	0	0	0	0	0	0	178	22:30	0	13	7	0	0	0	0	0	0	0	0	0	0	20
10:45	0	169	37	1	3	0	0	0	1	0	0	0	0	211	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	19	1	0	0	0	0	0	0	0	0	0	0	20
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	5	2	0	0	0	0	0	0	0	0	0	0	8
TOTAL	9	7,859	740	30	50	17	0	3	5	0	0	0	0	8,713	TOTAL	26	5,811	983	25	38	3	0	7	0	0	0	0	0	6,898

AM PEAK HOUR	10:15 AM
AM PEAK VOLUME	948

PM PEAK HOUR	3:00 PM
PM PEAK VOLUME	923

CLASS 1	Class 1 - Motorcycles	CLASS 8	4 or 5 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	7,670	1,723	55	90	15	0	5	5	0	0	0	0	9,611
% OF TOTAL	0.7%	79.8%	17.9%	0.6%	0.9%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

A182423

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC, tel: 714.213.7888, ns@aimtd.com

DATE: Tuesday, January 22, 2024

CITY# Base Point

JOB #: SC4186

CLASS14 Del Obispo St between Stonehill Dr and Shopping Center Dwy

AM	NORTHBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
0:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
0:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:45	0	2	1	0	0	0	0	0	0	0	0	0	0	4
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
5:15	0	10	1	0	0	0	0	0	0	0	0	0	0	11
5:30	1	9	0	1	1	0	0	0	0	0	0	0	0	12
5:45	0	18	4	0	0	0	0	0	0	0	0	0	0	22
6:00	0	13	3	0	1	0	0	0	0	0	0	0	0	17
6:15	0	21	2	0	0	0	0	0	0	0	0	0	0	23
6:30	0	20	8	1	0	0	0	1	0	0	0	0	0	28
6:45	0	29	11	0	2	0	0	0	0	0	0	0	0	42
7:00	0	47	36	0	2	1	0	0	0	0	0	0	0	86
7:15	0	74	17	1	3	0	0	0	0	0	0	0	0	95
7:30	0	91	26	1	4	0	0	0	0	0	0	0	0	122
7:45	0	84	11	2	1	0	0	0	0	0	0	0	0	102
8:00	0	81	31	1	2	0	0	0	0	0	0	0	0	115
8:15	0	93	22	0	3	0	0	0	0	0	0	0	0	118
8:30	0	71	15	1	3	0	0	0	0	0	0	0	0	90
8:45	0	81	23	1	1	0	0	0	0	0	0	0	0	106
9:00	0	62	20	1	1	0	0	0	0	0	0	0	0	84
9:15	0	61	20	0	1	0	0	0	0	0	0	0	0	82
9:30	0	77	15	1	3	0	0	0	0	0	0	0	0	96
9:45	0	53	16	1	2	1	0	0	0	0	0	0	0	73
10:00	0	79	10	1	2	0	0	0	0	0	0	0	0	92
10:15	0	68	10	0	1	0	0	0	0	0	0	0	0	79
10:30	0	76	19	1	2	0	0	0	0	0	0	0	0	98
10:45	1	86	13	1	2	0	0	0	0	0	0	0	0	103
11:00	0	80	15	1	3	0	0	0	0	0	0	0	0	103
11:15	0	79	13	0	4	1	0	0	0	0	0	0	0	97
11:30	0	80	15	1	4	0	0	0	0	0	0	0	0	100
11:45	0	88	29	0	4	0	0	0	0	0	0	0	0	121
TOTAL	3	1,711	366	17	58	3	0	0	1	0	0	0	0	2,159

AM PEAK HOUR	7:30 AM
AM PEAK VOLUME	457

PM	NORTHBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	2	74	35	2	3	1	0	1	0	0	0	0	0	118
12:15	0	87	34	0	0	0	0	0	0	0	0	0	0	121
12:30	0	76	33	2	5	0	0	0	0	0	0	0	0	96
12:45	0	108	15	0	2	0	0	0	0	0	0	0	0	125
13:00	0	92	37	1	3	1	0	0	0	0	0	0	0	134
13:15	0	93	24	0	0	0	0	0	0	0	0	0	0	118
13:30	1	106	17	1	0	0	0	0	0	0	0	0	0	125
13:45	0	89	32	0	2	0	0	0	0	0	0	0	0	124
14:00	0	101	16	1	2	0	0	0	1	0	0	0	0	121
14:15	1	131	7	0	0	0	0	1	0	0	0	0	0	141
14:30	0	91	18	1	2	0	0	0	0	0	0	0	0	112
14:45	1	119	14	0	1	1	0	0	0	0	0	0	0	136
15:00	1	124	28	1	0	0	0	0	1	0	0	0	0	155
15:15	0	126	9	0	2	0	0	0	0	0	0	0	0	140
15:30	0	110	19	2	1	0	0	0	0	0	0	0	0	132
15:45	1	142	12	1	0	0	0	1	0	0	0	0	0	157
16:00	3	136	16	1	0	0	0	0	0	0	0	0	0	176
16:15	0	122	23	0	1	0	0	0	0	0	0	0	0	146
16:30	0	111	20	1	0	0	0	0	0	0	0	0	0	132
16:45	0	132	11	0	0	0	0	0	0	0	0	0	0	143
17:00	0	131	17	1	0	0	0	0	0	0	0	0	0	149
17:15	0	124	11	0	0	0	0	0	0	0	0	0	0	135
17:30	0	126	14	1	1	0	0	0	0	0	0	0	0	141
17:45	0	122	13	0	0	0	0	0	0	0	0	0	0	135
18:00	0	99	8	1	1	0	0	0	0	0	0	0	0	109
18:15	0	80	10	0	1	0	0	0	0	0	0	0	0	91
18:30	0	77	12	1	1	1	0	0	0	0	0	0	0	92
18:45	0	86	10	0	2	0	0	0	0	0	0	0	0	98
19:00	0	76	9	1	0	0	0	0	0	0	0	0	0	86
19:15	0	64	9	0	2	0	0	0	0	0	0	0	0	75
19:30	0	43	3	0	1	0	0	0	0	0	0	0	0	47
19:45	0	47	6	0	1	0	0	0	0	0	0	0	0	54
20:00	0	60	7	1	1	0	0	0	0	0	0	0	0	69
20:15	0	52	3	0	1	0	0	0	0	0	0	0	0	56
20:30	0	47	9	0	0	0	0	0	0	0	0	0	0	56
20:45	0	49	8	0	0	0	0	0	0	0	0	0	0	57
21:00	0	35	1	1	0	0	0	0	0	0	0	0	0	37
21:15	0	22	4	0	0	0	0	0	0	0	0	0	0	26
21:30	1	27	3	0	0	0	0	0	0	0	0	0	0	31
21:45	0	33	1	0	0	0	0	0	0	0	0	0	0	34
22:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
22:15	0	21	1	0	0	0	0	0	0	0	0	0	0	22
22:30	0	21	2	0	0	0	0	0	1	0	0	0	0	24
22:45	0	13	1	0	0	0	0	0	0	0	0	0	0	14
23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10
23:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
TOTAL	10	3,079	525	21	37	4	0	3	3	0	0	0	0	3,682

PM PEAK HOUR	2:45 PM
PM PEAK VOLUME	648

TOTAL: AM+PM	12	4,782	915	38	95	7	0	3	4	0	0	0	0	5,856
% OF TOTAL	0.2%	81.7%	15.6%	0.6%	1.6%	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	
TOTAL: ALL	26	12,510	1,826	80	198	17	1	5	11	0	0	0	0	17,183
% OF TOTAL	0.2%	80.7%	14.7%	0.7%	1.3%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

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		

A182423

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC, tel: 714 252 7080 co@aimtd.com

DATE: Tuesday, January 23, 2024
JOB #: 1824398

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

AM TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45	0	2	0	0	0	0	0	1	0	0	0	0	0	3
3:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	1	2	0	1	0	0	0	0	0	0	0	0	4
4:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:45	0	8	4	0	0	0	0	0	0	0	0	0	0	12
5:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
5:15	0	17	1	0	0	0	0	0	0	0	0	0	0	18
5:30	0	18	4	0	0	0	0	0	0	0	0	0	0	22
5:45	0	27	9	0	2	0	0	0	0	0	0	0	0	38
6:00	0	14	4	0	3	0	0	0	0	0	0	0	0	21
6:15	0	24	9	1	1	0	0	0	0	0	0	0	0	35
6:30	0	27	5	1	0	0	0	0	0	0	0	0	0	33
6:45	0	40	14	0	5	0	0	0	0	0	0	0	0	68
7:00	0	42	17	1	5	1	0	0	1	0	0	0	0	67
7:15	0	51	24	0	0	0	0	0	0	0	0	0	0	75
7:30	0	80	24	0	4	0	0	0	0	0	0	0	0	108
7:45	0	131	37	0	3	0	0	0	0	0	0	0	0	191
8:00	0	85	24	2	1	0	0	0	0	1	0	0	0	113
8:15	0	124	27	2	1	0	0	0	0	0	0	0	0	144
8:30	0	82	25	0	0	0	0	0	0	0	0	0	0	111
8:45	0	91	27	0	1	0	0	0	0	0	0	0	0	119
9:00	1	70	20	1	1	0	0	0	0	0	0	0	0	93
9:15	0	80	23	0	3	1	0	0	1	0	0	0	0	108
9:30	0	86	14	3	2	0	0	0	0	0	0	0	0	105
9:45	0	89	17	1	2	0	0	0	0	0	0	0	0	109
10:00	0	80	18	0	4	0	0	0	0	0	0	0	0	102
10:15	0	71	17	1	0	0	0	0	0	0	0	0	0	89
10:30	1	71	16	1	0	0	0	0	0	0	0	0	0	89
10:45	0	76	12	1	2	0	0	0	0	0	0	0	0	91
11:00	0	76	21	1	4	0	0	0	0	0	0	0	0	102
11:15	0	79	15	1	4	0	0	0	0	0	0	0	0	99
11:30	0	66	26	1	6	0	0	0	0	0	0	0	0	98
11:45	0	77	9	0	3	0	0	0	1	0	0	0	0	90
TOTAL	2	1,842	468	17	90	2	0	1	3	0	0	0	0	2,425

AM PEAK HOUR	7:45 AM
AM PEAK VOLUME	560

PM Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	1	81	19	1	1	0	0	1	0	0	0	0	0	104
12:15	1	88	21	1	3	0	0	0	0	0	0	0	0	114
12:30	2	71	26	1	2	0	0	0	0	0	0	0	0	104
12:45	1	88	16	2	3	0	0	0	0	0	0	0	0	102
13:00	0	91	21	0	4	0	0	0	0	0	0	0	0	116
13:15	0	73	19	1	1	0	0	0	0	0	0	0	0	94
13:30	0	73	13	0	1	0	0	0	0	0	0	0	0	89
13:45	0	72	14	1	1	0	0	0	0	0	0	0	0	88
14:00	0	74	9	0	2	1	0	0	0	0	0	0	0	86
14:15	0	80	8	1	2	1	0	0	0	0	0	0	0	92
14:30	0	84	10	0	0	0	0	0	0	0	0	0	0	94
14:45	0	113	13	1	1	0	0	0	0	0	0	0	0	132
15:00	1	95	12	1	0	0	0	0	0	0	0	0	0	111
15:15	2	132	10	2	1	0	0	0	0	0	0	0	0	147
15:30	1	125	13	1	2	0	0	0	0	0	0	0	0	142
15:45	1	134	17	0	1	0	0	0	1	0	0	0	0	154
16:00	0	100	16	1	0	0	0	0	0	0	0	0	0	117
16:15	0	103	13	0	1	0	1	0	0	0	0	0	0	118
16:30	0	90	10	1	1	0	0	0	1	0	0	0	0	103
16:45	0	119	10	0	2	0	0	0	0	0	0	0	0	131
17:00	0	115	13	1	0	0	0	0	0	0	0	0	0	129
17:15	0	93	14	0	1	0	0	0	0	0	0	0	0	108
17:30	0	68	12	1	2	0	0	0	0	0	0	0	0	83
17:45	0	84	7	0	1	0	0	0	0	0	0	0	0	92
18:00	0	79	6	1	0	0	0	0	0	0	0	0	0	77
18:15	0	85	7	1	1	0	0	0	0	0	0	0	0	94
18:30	0	69	5	0	0	0	0	0	0	0	0	0	0	74
18:45	0	46	6	1	0	0	0	0	0	0	0	0	0	48
19:00	0	47	6	0	1	0	0	0	0	0	0	0	0	54
19:15	0	34	6	1	0	0	0	0	0	0	0	0	0	41
19:30	1	49	5	0	0	0	0	0	0	0	0	0	0	55
19:45	0	23	2	1	0	0	0	0	0	0	0	0	0	26
20:00	0	40	3	0	1	0	0	0	0	0	0	0	0	44
20:15	0	34	4	0	0	0	0	0	0	0	0	0	0	38
20:30	0	27	3	0	0	0	0	0	0	0	0	0	0	30
20:45	0	32	1	1	1	0	0	0	0	0	0	0	0	35
21:00	0	28	2	0	0	0	0	0	0	0	0	0	0	30
21:15	0	22	1	0	0	0	0	0	0	0	0	0	0	23
21:30	0	22	1	0	0	0	0	0	0	0	0	0	0	23
21:45	0	12	1	1	0	0	0	0	0	0	0	0	0	14
22:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
22:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10
22:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9
22:45	0	4	3	0	0	0	0	0	0	0	0	0	0	7
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
23:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
TOTAL	12	2,929	403	25	37	2	1	1	2	0	0	0	0	3,412

PM PEAK HOUR	3:15 PM
PM PEAK VOLUME	559

CLASS 1	Class 1 — Motorcycles	CLASS 8	4 to 7 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 6 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	871	42	91	4	1	2	2	0	0	0	0	5,837
% OF TOTAL	0.2%	81.7%	14.9%	0.7%	1.6%	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

A101021

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 #: 30,1335 CLASS 5 Del Obispo St between Stonehill Dr and Shopping Center Way

AM	COMBINED														PM	COMBINED													
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	4	0	0	0	0	0	0	0	0	0	0	0	4	12:00	2	105	44	1	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	125	55	1	3	0	0	0	0	0	0	0	0	235
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:30	2	147	51	1	7	0	0	0	0	0	0	0	0	208
0:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	12:45	1	159	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	182	38	1	7	1	0	0	0	0	0	0	0	228
1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:15	0	158	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	1	0	0	0	0	0	0	0	0	0	0	0	1	13:45	0	161	36	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	171	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	3	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	1	0	0	0	0	0	0	7	14:45	1	233	20	1	2	1	0	0	0	0	0	0	0	258
3:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	15:00	1	159	40	3	0	0	0	0	1	0	0	0	0	246
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:15	2	260	19	1	1	0	0	0	0	0	0	0	0	283
3:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	15:30	1	229	32	1	1	0	0	0	0	0	0	0	0	274
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:45	2	279	23	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	237	36	0	1	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	255	21	0	2	0	0	0	0	0	0	0	0	274
5:00	0	9	6	0	0	0	0	1	0	0	0	0	0	17	17:00	0	243	30	2	0	0	0	0	0	0	0	0	0	275
5:15	0	17	7	0	0	0	0	0	0	0	0	0	0	24	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	48	13	0	2	0	0	0	0	0	0	0	0	63	17:45	0	212	20	0	1	0	0	0	0	0	0	0	0	232
6:00	0	37	9	0	0	0	0	0	0	0	0	0	0	46	18:00	0	169	19	2	1	0	0	0	0	0	0	0	0	191
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	1	0	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	2	0	0	0	0	0	0	0	0	110	18:45	0	117	16	1	2	0	0	0	0	0	0	0	0	136
7:00	0	89	32	1	2	0	0	0	0	0	0	0	0	124	19:00	0	113	9	1	1	0	0	0	0	0	0	0	0	124
7:15	0	115	41	1	3	0	0	0	0	0	0	0	0	160	19:15	0	98	10	1	1	0	0	0	0	0	0	0	0	110
7:30	0	171	56	1	0	0	0	0	0	0	0	0	0	228	19:30	1	70	6	0	1	0	0	0	0	0	0	0	0	82
7:45	0	233	48	1	0	0	0	0	0	0	0	0	0	282	19:45	0	56	8	1	1	0	0	0	0	0	0	0	0	66
8:00	0	180	39	3	3	0	0	0	2	0	0	0	0	227	20:00	0	104	10	1	1	0	0	0	0	0	0	0	0	117
8:15	0	207	46	2	4	0	0	0	0	0	0	0	0	262	20:15	0	84	7	0	1	0	0	0	0	0	0	0	0	92
8:30	0	153	44	1	1	0	0	0	0	0	0	0	0	200	20:30	0	74	10	0	0	0	0	0	0	0	0	0	0	84
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	53	5	1	0	0	0	0	0	0	0	0	0	67
9:15	0	191	53	0	4	1	0	0	1	0	0	0	0	250	21:15	0	84	5	0	0	0	0	0	0	0	0	0	0	89
9:30	0	165	28	3	5	0	0	0	0	0	0	0	0	202	21:30	1	48	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	36	1	0	0	0	0	0	0	0	0	0	196	22:00	0	33	3	0	0	0	0	0	0	0	0	0	0	36
10:15	0	139	37	1	1	0	0	0	0	0	0	0	0	178	22:15	0	28	2	0	0	0	0	0	0	0	0	0	0	30
10:30	1	147	35	2	3	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	159	40	2	7	0	0	0	0	0	0	0	0	205	23:00	0	18	0	0	0	0	0	0	0	0	0	0	0	18
11:15	0	198	78	1	8	1	0	0	0	0	0	0	0	286	23:15	0	14	1	0	0	0	0	0	0	0	0	0	0	15
11:30	0	154	36	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	171	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	3,519	874	54	126	5	0	1	6	0	0	0	0	4,585	TOTAL	22	6,808	932	48	79	6	1	4	5	0	0	0	0	7,906
									AM PEAK HOUR					7:30 AM									PM PEAK HOUR				3:15 PM
									AM PEAK VOLUME					1,314									PM PEAK VOLUME				1,969

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	88	199	11	1	5	11	0	0	0	0	12,383
% OF TOTAL	0.2%	82.0%	14.6%	0.7%	1.6%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

A81623

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AxisTO LLC, tel: 714.733.3686 ca@axisto.com

DATE: Tuesday, January 23, 2024
JOB #: SC4068

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

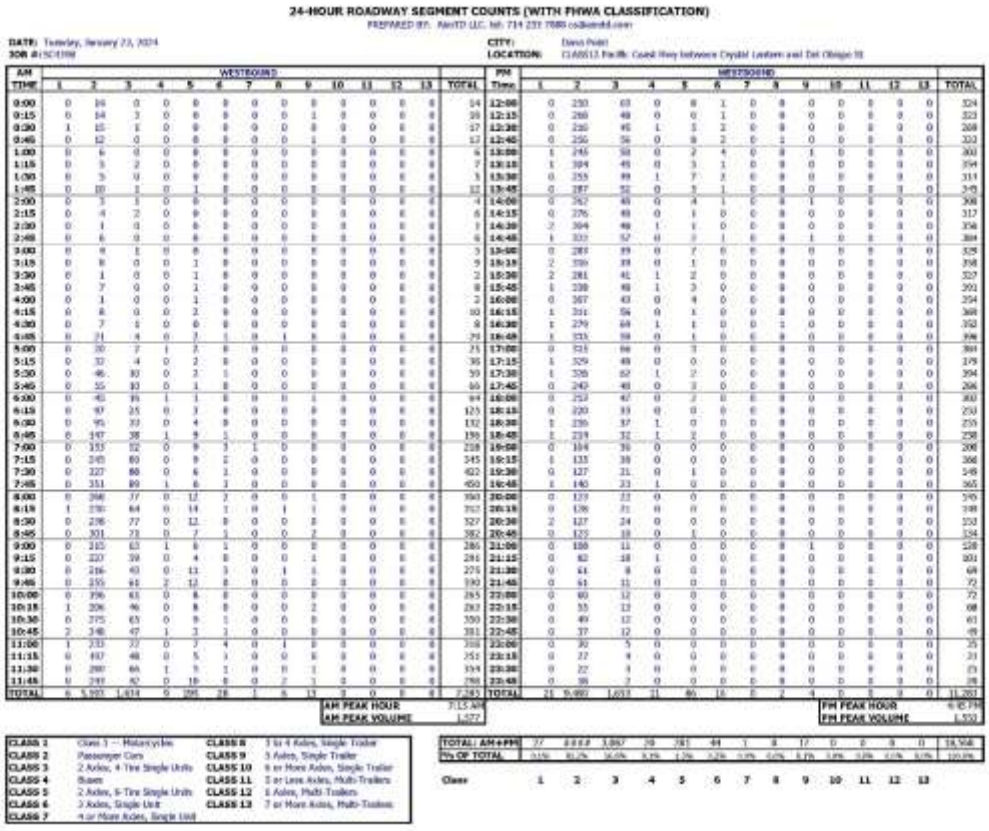
AM	EASTBOUND													PM	EASTBOUND												
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	37	7	0	0	0	0	0	0	0	0	0	0	44	12:00	2	220	60	1	4	1	0	0	0	0	0	0	0	294
0:15	0	44	1	0	0	0	0	0	0	0	0	0	0	45	12:15	0	236	51	0	4	3	0	0	0	0	0	0	0	294
0:30	0	49	1	0	0	0	0	0	0	0	0	0	0	50	12:30	1	240	55	1	8	1	0	0	0	0	0	0	0	307
0:45	0	5	1	0	0	0	0	0	1	0	0	0	0	7	12:45	0	245	53	0	6	1	0	0	0	0	0	0	0	305
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	253	46	1	5	1	0	0	1	0	0	0	0	308
1:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9	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	1	0	0	0	0	7	13:45	1	260	35	0	3	1	0	0	0	0	0	0	0	299
2:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	14:00	2	249	56	1	7	1	0	0	0	0	0	0	0	316
2:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	14:15	0	257	52	0	6	0	0	0	1	0	0	0	0	316
2:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	14:30	0	229	60	2	8	0	0	0	0	0	0	0	0	299
2:45	0	9	2	0	0	0	0	0	1	0	0	0	0	12	14:45	2	251	48	0	6	0	0	0	0	0	0	0	0	307
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:00	0	257	61	1	7	1	0	0	0	0	0	0	0	327
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:15	0	286	58	0	3	0	0	0	0	0	0	0	0	339
3:30	0	6	0	0	1	0	0	0	0	0	0	0	0	8	15:30	1	257	56	1	4	0	0	0	0	0	0	0	0	320
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	1	0	0	0	0	9	16:15	0	273	73	1	3	0	0	0	0	0	0	0	0	351
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	3	0	1	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	1	0	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	1	0	0	0	0	0	0	0	0	36	17:15	1	270	52	1	1	0	0	0	0	0	0	0	0	325
5:30	1	40	4	0	1	0	0	0	0	0	0	0	0	46	17:30	1	299	46	0	0	0	0	0	0	0	0	0	0	346
5:45	0	50	7	0	0	0	0	0	0	0	0	0	0	61	17:45	1	245	26	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	230	28	1	1	1	0	0	0	0	0	0	0	261
6:30	0	85	14	1	0	0	0	0	0	0	0	0	0	101	18:30	1	203	33	1	1	0	0	0	0	0	0	0	0	241
6:45	1	94	10	0	1	0	0	1	0	0	0	0	0	106	18:45	0	173	21	0	0	0	0	0	0	0	0	0	0	197
7:00	0	107	18	1	0	0	0	0	0	0	0	0	0	126	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	1	0	0	0	0	0	0	0	0	233	19:30	0	145	35	0	0	0	0	0	0	0	0	0	0	180
7:45	2	266	35	1	3	1	0	2	0	0	0	0	0	309	19:45	0	131	14	1	0	0	0	0	0	0	0	0	0	146
8:00	1	242	35	1	7	0	0	1	2	0	0	0	0	290	20:00	1	146	28	0	0	0	0	0	0	0	0	0	0	175
8:15	0	197	38	0	7	0	0	0	0	0	0	0	0	242	20:15	0	130	22	0	0	1	0	0	0	0	0	0	0	153
8:30	1	181	32	1	1	0	0	1	0	0	0	0	0	219	20:30	0	115	17	3	0	0	0	0	1	0	0	0	0	132
8:45	0	195	38	1	6	1	0	0	0	0	0	0	0	241	20:45	0	97	15	0	1	0	0	0	0	0	0	0	0	113
9:00	0	165	42	1	7	1	0	0	0	0	0	0	0	216	21:00	1	82	15	1	0	0	0	0	0	0	0	0	0	100
9:15	0	187	34	1	0	1	0	0	0	0	0	0	0	225	21:15	0	60	13	2	1	0	0	0	0	0	0	0	0	77
9:30	0	172	44	1	4	1	0	0	1	0	0	0	0	223	21:30	0	69	9	0	0	0	0	0	0	0	0	0	0	78
9:45	0	181	36	4	1	1	0	0	0	0	0	0	0	223	21:45	0	50	9	0	0	0	0	0	0	0	0	0	0	59
10:00	0	212	48	1	3	0	0	0	0	0	0	0	0	264	22:00	0	67	5	3	0	0	0	0	0	0	0	0	0	75
10:15	1	187	34	1	0	1	0	0	1	0	0	0	0	224	22:15	1	48	7	0	0	0	0	0	1	0	0	0	0	57
10:30	0	203	45	0	10	0	0	0	0	0	0	0	0	258	22:30	0	35	6	0	0	0	0	0	0	0	0	0	0	41
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	171	36	0	6	0	0	0	1	0	0	0	0	215	23:00	0	37	7	0	1	0	0	0	0	0	0	0	0	45
11:15	1	183	48	1	10	1	0	0	1	0	0	0	0	245	23:15	0	28	3	0	3	0	0	0	0	0	0	0	0	34
11:30	0	247	44	1	8	0	0	0	0	0	0	0	0	301	23:30	0	20	2	0	0	0	0	0	0	0	0	0	0	28
11:45	0	197	38	0	3	0	0	0	1	0	0	0	0	247	23:45	0	11	2	0	0	0	0	0	0	0	0	0	0	13
TOTAL	10	4,539	863	17	132	20	1	9	12	0	0	0	0	5,647	TOTAL	32	8,023	1,591	38	123	17	0	4	3	0	0	0	0	10,429
										AM PEAK HOUR				7:30 AM										PM PEAK HOUR				1:00 PM
										AM PEAK VOLUME				1,170										PM PEAK VOLUME				1,404

CLASS 1	Class 1 — Motorcycles	CLASS 8	4 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	17,181	3,477	93	253	38	1	9	15	3	0	0	20,827
% OF TOTAL	0.2%	82.5%	16.7%	0.4%	1.2%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	100.0%

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

TOTAL: ALL	59	25,248	5,581	83	530	80	2	18	32	3	0	0	0	31,636
% OF TOTAL	0.2%	79.8%	17.7%	0.3%	1.7%	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: KenTD LLC, tel: 714 232 7885 co@kentd.com

DATE: Tuesday, January 23, 2024
JOB #: 5C4398

CITY: Dana Point
LOCATION: 0.68013 Pacific Coast Hwy between Crystal Lantern and Del Obispo St

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	10	0	0	0	0	0	0	0	0	0	0	0	14	12:00	0	230	63	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	288	48	0	0	1	0	0	0	0	0	0	0	323
0:30	1	10	1	0	0	0	0	0	0	0	0	0	0	17	12:30	0	230	45	1	5	2	0	0	0	0	0	0	0	288
0:45	0	12	0	0	0	0	0	0	1	0	0	0	0	13	12:45	0	250	56	0	0	2	0	1	0	0	0	0	0	333
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	3	0	0	0	0	0	0	0	311
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	333	52	0	0	1	0	0	1	0	0	0	0	388
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	15:00	0	289	39	0	7	0	0	0	0	0	0	0	0	335
3:15	0	8	0	0	1	0	0	0	0	0	0	0	0	9	15:15	2	336	38	0	1	0	0	0	0	0	0	0	0	378
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	367	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	368
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	0	1	0	0	0	0	352
4:45	0	21	4	0	3	1	0	1	0	0	0	0	0	29	16:45	1	333	58	0	1	0	0	0	0	0	0	0	0	396
5:00	0	30	7	1	2	0	0	0	0	0	0	0	0	35	17:00	0	326	66	0	3	0	0	0	0	0	0	0	0	395
5:15	0	32	4	0	2	0	0	0	0	0	0	0	0	38	17:15	1	329	48	0	0	0	0	0	0	0	0	0	0	378
5:30	0	46	10	0	3	1	0	0	0	0	0	0	0	59	17:30	1	336	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	249	48	0	3	0	0	0	0	0	0	0	0	300
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	236	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	219	32	1	2	0	0	0	0	0	0	0	0	256
7:00	0	153	52	0	9	3	1	0	0	0	0	0	0	218	19:00	0	184	36	0	0	0	0	0	0	0	0	0	0	208
7:15	0	245	80	0	9	2	0	0	0	0	0	0	0	345	19:15	1	133	38	0	0	0	0	0	0	0	0	0	0	368
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	148
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	365
8:00	0	398	77	0	12	2	0	0	1	0	0	0	0	490	20:00	0	123	23	0	0	0	0	0	0	0	0	0	0	146
8:15	1	330	64	0	14	1	0	1	1	0	0	0	0	412	20:15	0	136	21	0	0	0	0	0	0	0	0	0	0	158
8:30	0	236	77	0	11	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	73	0	7	1	0	0	2	0	0	0	0	384	20:45	0	123	18	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	0	1	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	13	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	3	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	77	0	7	4	0	1	0	0	0	0	0	316	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	22	4	0	0	0	0	0	0	0	0	0	0	21
11:30	0	200	66	1	5	1	0	0	1	0	0	0	0	334	23:30	0	22	4	0	0	0	0	0	0	0	0	0	0	23
11:45	0	239	42	0	10	0	0	2	1	0	0	0	0	288	23:45	0	16	2	0	0	0	0	0	0	0	0	0	0	18
TOTAL	6	5,903	1,434	9	395	28	1	6	13	0	0	0	0	7,795	TOTAL	25	9,480	1,653	21	86	16	0	2	4	0	0	0	0	11,293

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	77	3,913	3,087	30	781	44	1	8	17	0	0	0	0	18,958
% OF TOTAL	0.1%	20.6%	16.3%	0.2%	4.1%	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

AS2223

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AceTD LLC tel: 714 232 7888 ed@acetd.com

DATE: Tuesday, January 23, 2024

CITY# Dana Point

JOB #: 924286

CLASS12 Pacific Coast Hwy between Crystal Lantern and Del Obispo W

AM	COMBINED													PM	NORTHBOUND												
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	26	2	0	0	0	0	0	0	0	0	0	0	28	12:00	2	478	125	1	12	3	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	0	0	0	0	0	0	619
0:30	1	29	1	0	0	0	0	0	0	0	0	0	0	32	12:30	0	456	100	1	13	2	0	0	0	0	0	0	0	576
0:45	0	17	1	0	0	0	0	0	2	0	0	0	0	20	12:45	0	472	109	0	16	1	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	12	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	6	0	0	0	0	0	0	0	0	0	0	0	6	13:30	1	491	85	1	15	3	0	0	0	0	0	0	0	596
1:45	0	10	1	0	0	0	0	0	0	1	0	0	0	12	13:45	1	489	87	0	10	3	0	0	0	0	0	0	0	590
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	529	97	0	10	0	0	0	1	0	0	0	0	637
2:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7	14:30	2	549	108	0	9	0	0	0	0	0	0	0	0	668
2:45	0	10	2	0	0	0	0	0	1	0	0	0	0	13	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	0	0	0	0	0	0	0	0	0	10	15:30	0	598	100	2	6	0	0	0	0	0	0	0	0	698
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	111	0	7	0	0	0	0	0	0	0	0	708
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	555	112	1	5	0	0	0	1	0	0	0	0	675
4:45	0	34	0	0	1	0	0	0	1	0	0	0	0	36	16:45	1	611	115	1	2	0	0	0	0	0	0	0	0	730
5:00	0	45	9	1	1	0	0	0	1	0	0	0	0	56	17:00	0	654	128	0	4	1	0	1	0	0	0	0	0	788
5:15	0	64	8	0	4	0	0	0	0	0	0	0	0	76	17:15	2	805	102	1	3	0	0	0	0	0	0	0	0	913
5:30	1	89	14	0	3	1	0	0	0	0	0	0	0	108	17:30	2	967	110	1	2	0	0	0	0	0	0	0	0	1092
5:45	0	151	17	0	5	0	0	0	0	0	0	0	0	173	17:45	1	908	88	1	5	0	0	0	0	0	0	0	0	1003
6:00	0	96	20	1	3	0	0	0	1	0	0	0	0	121	18:00	0	678	78	0	4	0	0	0	0	0	0	0	0	760
6:15	0	172	32	1	3	0	0	0	0	0	0	0	0	208	18:15	0	630	61	1	2	1	0	0	0	0	0	0	0	695
6:30	0	186	47	1	0	0	0	0	0	0	0	0	0	236	18:30	2	521	70	2	3	0	0	0	0	0	0	0	0	598
6:45	1	271	37	1	10	1	0	1	0	0	0	0	0	312	18:45	1	396	57	1	2	0	0	0	0	0	0	0	0	457
7:00	0	366	40	1	9	1	0	0	0	0	0	0	0	417	19:00	1	357	60	2	5	0	0	0	0	0	0	0	0	425
7:15	0	384	106	0	10	1	0	0	0	0	0	0	0	501	19:15	1	275	56	0	8	0	0	0	0	0	0	0	0	330
7:30	1	523	122	1	9	1	0	0	0	0	0	0	0	657	19:30	0	268	39	0	3	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	221	37	1	8	0	0	0	0	0	0	0	0	268
8:00	1	561	122	1	10	2	0	1	0	0	0	0	0	698	20:00	1	209	30	0	8	0	0	0	0	0	0	0	0	248
8:15	1	427	103	0	21	3	0	1	1	0	0	0	0	554	20:15	0	238	33	0	8	1	0	0	0	0	0	0	0	272
8:30	1	439	109	1	15	0	0	1	0	0	0	0	0	566	20:30	2	242	38	2	0	0	0	0	0	1	0	0	0	285
8:45	0	498	121	1	13	3	0	0	2	0	0	0	0	638	20:45	0	220	25	0	2	0	0	0	0	0	0	0	0	247
9:00	0	480	106	2	13	2	0	0	0	0	0	0	0	603	21:00	1	201	36	1	0	0	0	0	0	1	0	0	0	238
9:15	0	464	92	1	10	1	0	0	1	0	0	0	0	578	21:15	0	177	30	1	1	0	0	0	0	0	0	0	0	209
9:30	0	388	87	1	13	1	0	1	3	0	0	0	0	494	21:30	0	138	17	0	0	0	0	0	0	0	0	0	0	147
9:45	0	436	107	2	10	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	1	0	0	0	0	0	0	0	0	0	165
10:15	3	393	80	1	15	2	0	0	2	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	130	0	10	1	0	0	0	0	0	0	0	619	22:30	0	93	10	0	0	0	0	0	0	0	0	0	0	103
10:45	2	429	84	2	11	2	1	0	0	0	0	0	0	540	22:45	1	67	15	0	1	0	0	0	0	0	0	0	0	84
11:00	2	454	106	0	13	4	0	1	1	0	0	0	0	581	23:00	0	67	12	0	1	0	0	0	0	0	0	0	0	80
11:15	1	376	86	1	10	3	0	0	1	0	0	0	0	496	23:15	0	56	5	0	0	0	0	0	0	0	0	0	0	61
11:30	0	527	100	2	13	1	0	0	1	0	0	0	0	644	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	34	4	0	0	0	0	0	0	0	0	0	0	43
TOTAL	30	15,137	3,037	54	377	67	2	20	25	0	0	0	0	17,900	TOTAL	55	16,117	3,244	39	706	53	0	6	7	3	0	0	0	71,353

AM PEAK HOUR	7:30 AM
AM PEAK VOLUME	2,479

PM PEAK HOUR	4:45 PM
PM PEAK VOLUME	2,891

CLASS 1	Class 1 - Motorcycles	CLASS 8	5 to 6 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	85	31,254	6,281	93	1,083	120	2	26	32	0	0	0	0	91,855
% OF TOTAL	0.1%	34.0%	6.8%	0.1%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

4182423

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC, tel: 714.213.7888, ns@aimtd.com

DATE: Tuesday, January 22, 2021

CITY #: Dana Point

JOB #: 9C4186

CLASS10 Del Prado Ave between Amber Lantern and Violet Lantern

AM	EASTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
5:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45	0	4	1	0	2	0	0	0	0	0	0	0	0	7
6:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
6:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
6:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9
6:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
7:15	0	12	1	0	0	0	0	0	0	0	0	0	0	13
7:30	0	19	0	0	0	0	0	0	0	0	0	0	0	19
7:45	0	30	1	0	0	0	0	0	0	0	0	0	0	30
8:00	0	23	1	0	0	0	0	0	0	0	0	0	0	24
8:15	0	27	5	0	0	0	0	0	0	0	0	0	0	32
8:30	0	26	2	0	0	0	0	0	0	0	0	0	0	28
8:45	0	35	6	0	2	0	0	0	0	0	0	0	0	43
9:00	0	27	10	0	1	0	0	0	0	0	0	0	0	38
9:15	0	36	10	0	2	0	0	0	0	0	0	0	0	48
9:30	0	26	4	0	0	0	0	0	0	0	0	0	0	32
9:45	0	31	7	0	1	0	0	0	0	0	0	0	0	39
10:00	0	39	7	0	0	0	0	0	0	0	0	0	0	46
10:15	0	37	5	0	0	0	0	0	0	0	0	0	0	42
10:30	0	33	5	0	0	1	0	0	0	0	0	0	0	39
10:45	0	27	2	0	1	0	0	0	0	0	0	0	0	30
11:00	0	31	5	0	1	0	0	0	0	0	0	0	0	37
11:15	0	42	4	0	2	1	0	0	0	0	0	0	0	49
11:30	0	40	4	0	0	0	0	0	0	0	0	0	0	44
11:45	0	42	9	0	0	0	0	0	0	0	0	0	0	51
TOTAL	0	650	95	0	14	2	0	0	0	0	0	0	0	761

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	197

PM	EASTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	1	43	10	0	0	0	0	0	0	0	0	0	0	57
12:15	0	37	4	0	2	0	0	0	0	0	0	0	0	43
12:30	0	43	6	0	0	0	0	0	0	0	0	0	0	49
12:45	0	40	6	0	0	0	0	0	0	0	0	0	0	46
13:00	0	54	8	0	1	1	0	0	0	0	0	0	0	64
13:15	0	49	4	0	0	0	0	0	0	0	0	0	0	53
13:30	0	44	6	0	1	0	0	0	0	0	0	0	0	51
13:45	0	39	1	0	0	0	0	0	0	0	0	0	0	40
14:00	0	53	5	0	3	0	0	1	0	0	0	0	0	62
14:15	0	42	4	0	0	0	0	0	0	0	0	0	0	46
14:30	0	46	6	0	0	0	0	0	0	0	0	0	0	52
14:45	0	44	4	0	0	0	0	0	0	0	0	0	0	48
15:00	0	42	6	1	0	1	0	0	0	0	0	0	0	50
15:15	0	31	30	0	2	0	0	0	0	0	0	0	0	63
15:30	0	60	4	0	0	0	0	0	0	0	0	0	0	64
15:45	0	46	31	0	0	0	0	0	0	0	0	0	0	77
16:00	0	49	5	0	0	0	0	0	0	0	0	0	0	54
16:15	0	48	7	0	1	0	0	0	0	0	0	0	0	56
16:30	0	30	4	0	0	0	0	0	0	0	0	0	0	34
16:45	1	41	9	0	0	0	0	0	0	0	0	0	0	51
17:00	0	57	7	0	0	0	0	0	0	0	0	0	0	64
17:15	1	38	4	0	0	0	0	0	0	0	0	0	0	43
17:30	0	44	7	0	1	0	0	0	0	0	0	0	0	52
17:45	1	32	3	0	1	0	0	0	0	0	0	0	0	37
18:00	0	44	3	0	0	0	0	0	0	0	0	0	0	47
18:15	0	30	2	0	0	0	0	0	0	0	0	0	0	32
18:30	0	24	5	0	0	0	0	0	0	0	0	0	0	29
18:45	0	30	1	0	1	0	0	0	0	0	0	0	0	32
19:00	0	29	1	0	1	0	0	0	0	0	0	0	0	31
19:15	0	18	2	0	0	0	0	0	0	0	0	0	0	20
19:30	0	20	2	0	0	0	0	0	0	0	0	0	0	22
19:45	0	19	1	0	0	0	0	0	0	0	0	0	0	20
20:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
20:15	0	15	2	0	0	0	0	0	0	0	0	0	0	17
20:30	0	9	1	0	0	0	0	0	0	0	0	0	0	10
20:45	0	13	3	0	0	0	0	0	0	0	0	0	0	16
21:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
21:15	0	12	4	0	0	0	0	0	0	0	0	0	0	16
21:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
21:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9
22:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
22:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
22:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL	4	1,407	187	1	12	2	0	1	0	0	0	0	0	1,614

PM PEAK HOUR	3:30 PM
PM PEAK VOLUME	331

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	2,059	282	1	25	4	0	1	0	0	0	0	0	2,375
% OF TOTAL	0.2%	86.7%	11.9%	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	560	1	47	6	0	1	0	0	0	0	0	4,609
% OF TOTAL	0.2%	86.4%	12.1%	0.0%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

A182423

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC, tel: 714 252 7080 co@aimtd.com

DATE: Tuesday, January 23, 2024
JOB #: 1924398

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

AM TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	1	0	1	0	0	0	0	0	0	0	0	2
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:45	0	3	1	0	1	0	0	0	0	0	0	0	0	4
6:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
6:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
6:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
6:45	0	6	1	0	0	0	0	0	0	0	0	0	0	8
7:00	0	12	0	0	1	0	0	0	0	0	0	0	0	14
7:15	0	5	1	0	2	0	0	0	0	0	0	0	0	8
7:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11
7:45	0	23	4	0	0	0	0	0	0	0	0	0	0	27
8:00	0	16	2	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
8:30	0	27	5	0	1	0	0	0	0	0	0	0	0	33
8:45	0	25	4	0	0	0	0	0	0	0	0	0	0	29
9:00	0	28	2	0	1	0	0	0	0	0	0	0	0	31
9:15	0	28	3	0	0	0	0	0	0	0	0	0	0	31
9:30	0	24	4	0	0	0	0	0	0	0	0	0	0	28
9:45	0	25	7	0	1	0	0	0	0	0	0	0	0	33
10:00	0	25	6	0	0	0	0	0	0	0	0	0	0	31
10:15	0	36	5	0	0	0	0	0	0	0	0	0	0	41
10:30	0	30	3	0	0	0	0	0	0	0	0	0	0	33
10:45	0	37	3	0	1	0	0	0	0	0	0	0	0	41
11:00	0	30	7	0	0	0	0	0	0	0	0	0	0	37
11:15	0	51	8	0	0	0	0	0	0	0	0	0	0	59
11:30	0	40	7	0	0	2	0	0	0	0	0	0	0	49
11:45	0	47	9	0	0	0	0	0	0	0	0	0	0	56
TOTAL	0	566	98	0	9	2	0	1	0	0	0	0	0	669

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	251

PM Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	35	3	0	0	0	0	0	0	0	0	0	0	37
12:15	0	49	12	0	1	0	0	0	0	0	0	0	0	62
12:30	0	45	6	0	1	0	0	0	0	0	0	0	0	52
12:45	0	46	9	0	0	0	0	0	0	0	0	0	0	57
13:00	3	38	9	0	0	0	0	1	0	0	0	0	0	51
13:15	0	54	7	0	0	0	0	0	0	0	0	0	0	61
13:30	0	37	12	0	0	0	0	0	0	0	0	0	0	49
13:45	0	52	10	0	0	0	0	0	0	0	0	0	0	62
14:00	0	48	9	0	1	0	0	0	0	0	0	0	0	58
14:15	1	53	6	0	2	0	0	0	0	0	0	0	0	62
14:30	0	43	6	0	1	0	0	0	0	0	0	0	0	50
14:45	0	46	6	0	0	0	0	0	0	0	0	0	0	52
15:00	0	52	3	0	1	0	0	0	0	0	0	0	0	56
15:15	0	34	7	0	0	0	0	0	0	0	0	0	0	41
15:30	0	50	6	0	0	0	0	0	0	0	0	0	0	56
15:45	0	59	3	0	0	0	0	0	0	0	0	0	0	62
16:00	0	62	10	0	1	0	0	0	0	0	0	0	0	73
16:15	0	48	9	0	1	0	0	0	0	0	0	0	0	58
16:30	0	48	8	0	0	0	0	0	0	0	0	0	0	56
16:45	0	57	5	0	1	0	0	0	0	0	0	0	0	63
17:00	0	55	8	0	0	0	0	0	0	0	0	0	0	63
17:15	0	50	7	0	0	0	0	0	0	0	0	0	0	57
17:30	0	62	2	0	0	0	0	0	0	0	0	0	0	64
17:45	1	37	3	0	0	0	0	0	0	0	0	0	0	41
18:00	1	38	6	0	0	0	0	0	0	0	0	0	0	45
18:15	0	27	3	0	0	0	0	0	0	0	0	0	0	30
18:30	0	28	3	0	1	0	0	0	0	0	0	0	0	34
18:45	0	13	0	0	0	0	0	0	0	0	0	0	0	13
19:00	0	13	4	0	0	0	0	0	0	0	0	0	0	17
19:15	0	17	0	0	0	0	0	0	0	0	0	0	0	17
19:30	0	19	1	0	1	0	0	0	0	0	0	0	0	21
19:45	0	13	1	0	0	0	0	0	0	0	0	0	0	14
20:00	0	17	1	0	0	0	0	0	0	0	0	0	0	18
20:15	0	13	1	0	0	0	0	0	0	0	0	0	0	14
20:30	0	11	2	0	0	0	0	0	0	0	0	0	0	13
20:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
21:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
21:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
21:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
21:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
TOTAL	6	1,379	184	0	12	0	0	1	0	0	0	0	0	1,582

PM PEAK HOUR	3:30 PM
PM PEAK VOLUME	247

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

TOTAL: AM+PM	6	1,945	282	0	33	2	0	2	0	0	0	0	0	2,268
% OF TOTAL	0.3%	85.8%	12.4%	0.0%	1.5%	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

A101021

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AlmTD LLC, tel: 714.253.7888 cs@almtd.com

DATE: Tuesday, January 23, 2024

CITY# Daisy Point

JOB #: 3C1356

CLASS10 Old Prado Ave between Amber Lantern and Violet Lantern

AM	COMBINED														PM	COMBINED													
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	1	0	0	0	0	0	0	0	0	0	0	0	1	12:00	1	79	10	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	102	16	0	1	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	98	11	0	1	0	0	0	0	0	0	0	0	110
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	2	92	17	0	1	1	0	1	0	0	0	0	0	113
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	92	16	0	1	0	0	0	0	0	0	0	0	109
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	0	99	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	1	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	88	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	86	10	0	0	0	0	0	0	0	0	0	0	96
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	6	0	0	0	0	0	0	0	0	0	0	129
3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:45	0	105	10	0	0	0	0	0	0	0	0	0	0	115
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	1	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	3	0	0	0	0	0	0	0	0	0	0	0	3	17:30	0	106	9	0	1	0	0	0	0	0	0	0	0	116
5:45	0	0	2	0	0	0	0	0	0	0	0	0	0	11	17:45	2	68	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	6	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	43	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	3	0	1	0	0	0	0	0	0	0	0	46
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	2	0	1	0	0	0	0	0	0	0	0	42
7:45	0	39	5	0	1	0	0	0	0	0	0	0	0	65	19:45	0	34	3	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	48	2	0	0	0	1	0	0	0	0	0	0	51	20:15	0	28	1	0	0	0	0	0	0	0	0	0	0	29
8:30	0	53	2	0	1	0	0	0	0	0	0	0	0	56	20:30	0	20	1	0	0	0	0	0	0	0	0	0	0	21
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	18	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	79	10	0	0	0	0	0	0	0	0	0	0	89	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	1	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	197	0	23	4	0	1	0	0	0	0	0	1,413	TOTAL	20	2,762	367	1	29	2	0	2	0	0	0	0	0	3,189

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	394
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	20	3,964	564	1	47	6	0	3	0	0	0	0	0	0	4,603
% OF TOTAL	0.4%	86.1%	12.3%	0.0%	1.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

A81623

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

REPRINTS BY: AxisTO LLC, tel: 714.733.3686 ras@axisto.com

DATE: Tuesday, January 23, 2024
JOB #: SC4068

CITY: Dana Point
LOCATION: CLASS5 Golden Lantern between Starboard Lantern and Lantern Bay Dr

AM TIME	NORTHBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	1	0	0	1	0	0	0	0	0	0	0	0	4
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	1	0	0	0	0	0	1	0	0	0	0	0	2
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00	0	2	1	1	0	0	0	0	0	0	0	0	0	4
5:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
5:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1
6:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
6:15	0	5	2	0	0	1	0	0	0	0	0	0	0	7
6:30	0	7	2	1	0	0	0	0	0	0	0	0	0	10
6:45	0	10	3	0	0	0	0	0	0	0	0	0	0	13
7:00	0	15	8	0	1	0	0	0	0	0	0	0	0	25
7:15	0	19	0	1	1	1	0	0	0	0	0	0	0	23
7:30	0	15	0	0	1	0	0	0	0	0	0	0	0	16
7:45	0	29	10	0	0	0	0	0	0	0	0	0	0	30
8:00	0	31	7	1	0	0	0	0	0	0	0	0	0	39
8:15	0	23	0	0	1	1	0	0	0	0	0	0	0	31
8:30	0	25	0	0	1	0	0	0	0	0	0	0	0	26
8:45	0	20	13	1	1	1	0	0	0	0	0	0	0	36
9:00	0	21	10	0	1	2	0	0	0	0	0	0	0	34
9:15	0	32	13	0	0	0	0	0	0	0	0	0	0	45
9:30	0	39	7	1	1	0	0	0	0	0	0	0	0	48
9:45	0	41	11	0	1	1	0	0	0	0	0	0	0	54
10:00	0	40	7	0	4	0	0	0	0	0	0	0	0	51
10:15	0	33	9	1	1	0	0	0	0	0	0	0	0	44
10:30	0	35	12	0	1	0	0	0	1	0	0	0	0	49
10:45	0	45	12	0	1	0	0	0	0	0	0	0	0	58
11:00	1	37	17	1	1	0	0	0	0	0	0	0	0	57
11:15	0	33	18	1	1	0	0	0	0	0	0	0	0	54
11:30	0	30	14	0	1	0	0	0	0	0	0	0	0	45
11:45	0	30	16	1	0	0	0	0	0	0	0	0	0	47
TOTAL	1	709	219	13	30	7	0	0	1	0	0	0	0	1,000

AM PEAK HOUR: 10:45 AM
AM PEAK VOLUME: 278

PM Time	NORTHBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	59	16	0	2	0	0	0	0	0	0	0	0	76
12:15	0	53	10	0	0	0	0	0	0	0	0	0	0	63
12:30	1	49	7	1	1	0	0	0	0	0	0	0	0	59
12:45	1	50	14	0	1	0	0	0	0	0	0	0	0	66
13:00	1	80	15	0	1	0	0	0	0	0	0	0	0	97
13:15	0	46	14	1	0	0	0	0	0	0	0	0	0	61
13:30	1	61	12	0	0	0	0	0	0	0	0	0	0	74
13:45	0	57	11	0	0	0	0	0	0	0	0	0	0	68
14:00	0	91	6	1	0	0	0	0	0	0	0	0	0	98
14:15	0	70	10	0	0	0	0	0	0	0	0	0	0	80
14:30	0	69	4	0	1	0	0	0	0	0	0	0	0	74
14:45	0	60	9	1	1	0	0	0	0	0	0	0	0	71
15:00	0	60	8	0	2	0	0	0	0	0	0	0	0	70
15:15	1	61	7	0	4	0	0	0	0	0	0	0	0	69
15:30	0	77	10	2	2	0	0	0	0	0	0	0	0	91
15:45	0	70	7	0	1	0	0	0	0	0	0	0	0	84
16:00	2	52	5	0	0	0	0	0	0	0	0	0	0	59
16:15	0	71	2	1	1	0	0	0	0	0	0	0	0	73
16:30	0	69	3	0	1	0	1	0	0	0	0	0	0	74
16:45	1	77	10	0	1	0	0	0	0	0	0	0	0	89
17:00	1	87	8	0	1	0	0	0	0	0	0	0	0	97
17:15	0	76	5	1	0	0	0	0	0	0	0	0	0	82
17:30	0	75	3	0	0	0	0	0	0	0	0	0	0	79
17:45	0	64	2	1	0	0	0	0	0	0	0	0	0	67
18:00	0	42	5	0	0	0	0	0	0	0	0	0	0	47
18:15	0	49	1	0	0	0	0	0	0	0	0	0	0	50
18:30	0	36	1	1	1	0	0	0	0	0	0	0	0	39
18:45	1	28	1	0	1	0	0	0	0	0	0	0	0	31
19:00	0	26	0	0	0	0	0	0	0	0	0	0	0	28
19:15	0	28	0	1	1	0	0	0	0	0	0	0	0	30
19:30	0	30	0	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
20:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15
20:15	0	27	0	1	0	0	0	0	0	0	0	0	0	28
20:30	0	22	0	0	0	0	0	0	0	0	0	0	0	22
20:45	0	17	0	0	0	0	0	0	0	0	0	0	0	17
21:00	1	14	0	1	0	0	0	0	0	0	0	0	0	16
21:15	0	19	0	1	0	0	0	0	0	0	0	0	0	20
21:30	0	11	0	0	0	0	0	0	0	0	0	0	0	11
21:45	0	10	1	0	0	0	0	0	0	0	0	0	0	11
22:00	0	10	0	1	0	0	0	0	0	0	0	0	0	11
22:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10
22:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10
22:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8
23:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
23:15	0	14	1	0	0	0	0	0	0	0	0	0	0	15
23:30	0	12	0	0	0	0	0	0	0	0	0	0	0	12
23:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9
TOTAL	11	1,888	212	15	23	0	1	0	0	0	0	0	0	2,150

PM PEAK HOUR: 4:45 PM
PM PEAK VOLUME: 347

TOTAL: AM+PM	12	2,757	431	28	55	7	1	0	2	0	0	0	0	3,293
% OF TOTAL	0.4%	83.7%	13.1%	0.9%	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	12	2,757	431	28	55	7	1	0	2	0	0	0	0
% OF TOTAL	0.4%	83.7%	13.1%	0.9%	1.7%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%

CLASS 1	Class 1 — Motorcycles	CLASS 8	2 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		

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: NexTD LLC, tel: 714 237 7885 cs@nextd.com

DATE: Tuesday, January 23, 2024
JOB #: 5C43398

CITY: Dana Point
LOCATION: CL6005 Golden Lantern between Starboard Lantern and Lantern Bay Dr

AM	SOUTHBOUND														PM	NORTHBOUND												
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	2	0	0	0	0	0	0	0	0	0	0	0	2	12:00	1	38	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	30	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	8	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	86	9	0	1	0	0	0	0	0	0	0	0	96
5:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7	17:15	0	74	10	0	0	0	0	0	0	0	0	0	0	84
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	23	5	0	1	0	0	0	0	0	0	0	0	30
6:45	0	11	4	0	0	0	0	0	0	0	0	0	0	15	18:45	0	20	8	0	0	0	0	0	0	0	0	0	0	28
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	21	6	0	2	0	0	0	0	0	0	0	0	29	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	23	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	1	0	0	1	0	0	0	0	0	56	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	13	1	0	0	0	0	0	0	0	0	0	0	14
9:45	0	41	19	0	0	0	0	0	0	0	0	0	0	60	21:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
10:00	0	46	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	40	13	0	1	0	0	0	0	0	0	0	0	53	22:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
10:30	1	38	9	0	1	0	0	0	0	0	0	0	0	49	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	37	10	0	2	0	0	0	0	0	0	0	0	49	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	2	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL	3	934	381	1	28	4	0	2	1	0	0	0	0	1,354	TOTAL	10	1,504	236	0	21	0	0	1	0	0	0	0	0	1,872

AM PEAK HOUR	9:00 AM
AM PEAK VOLUME	257

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	2,908	617	1	49	4	0	3	1	0	0	0	0	3,089
% OF TOTAL	0.4%	94.2%	19.7%	0.0%	1.5%	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

AS2223

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AceTD LLC tel: 714 232 7888 ed@acetd.com

DATE: Tuesday, January 23, 2024 **CITY#** Dana Point

JOB #: 8C4286 CLASS: Golden Lantern between Stoltwood Lantern and Lantern Bay Dr

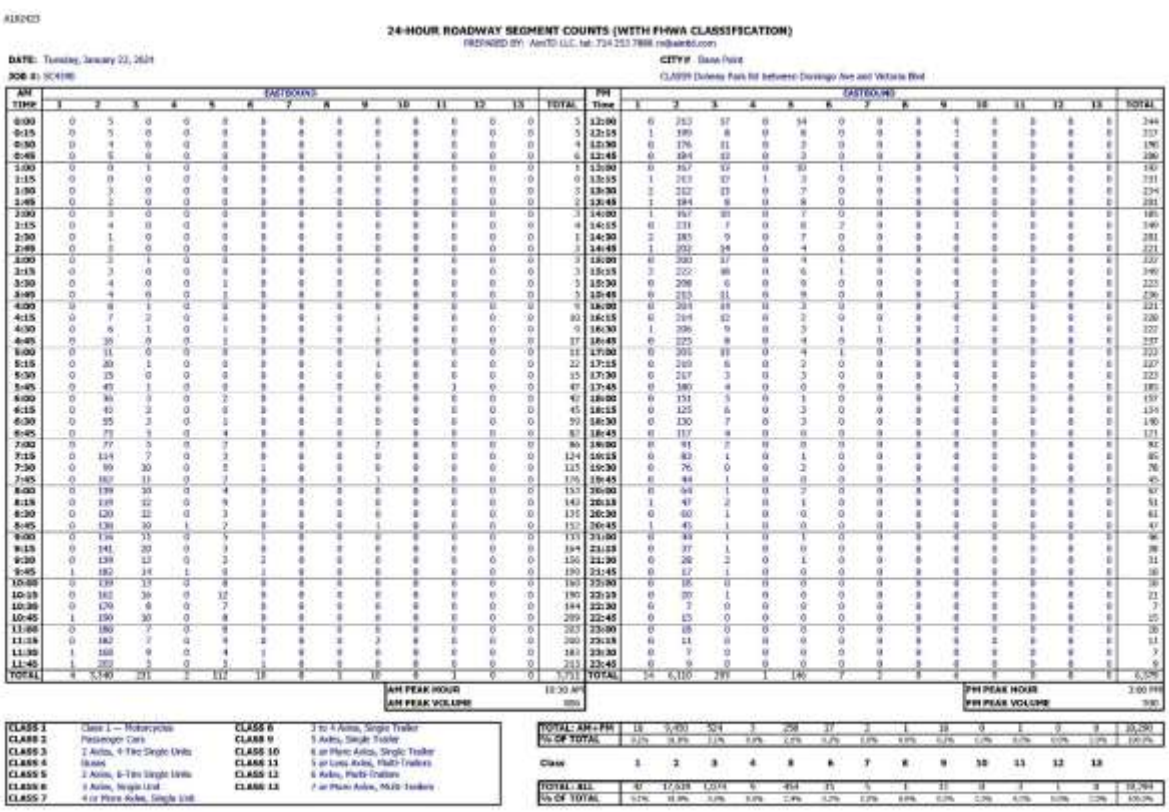
AM	DIRECTION													PM	DIRECTION												
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	12:00	1	111	36	0	2	0	0	0	0	0	0	0	0	150
0:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:15	0	103	33	0	1	0	0	0	0	0	0	0	0	137
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:30	1	88	15	1	2	0	0	0	0	0	0	0	0	113
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:45	1	105	22	0	2	0	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	2	124	26	0	3	0	0	0	0	0	0	0	0	155
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	0	137
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:30	2	98	27	0	2	0	0	0	0	0	0	0	0	129
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	0	143
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:00	0	113	17	1	0	0	0	1	0	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	16	0	1	0	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	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	0	121
3:00	0	2	0	0	3	0	0	0	0	0	0	0	0	5	15:00	0	108	17	0	6	0	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	12	0	5	0	0	0	0	0	0	0	0	111
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:30	0	156	15	2	7	0	0	0	0	0	0	0	0	179
3:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2	15:45	0	135	11	0	2	0	0	0	0	0	0	0	0	158
4:00	0	2	1	0	1	0	0	0	1	0	0	0	0	5	16:00	2	117	10	0	4	0	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	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	0	143
4:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	16:45	0	127	14	0	1	0	0	0	0	0	0	0	0	142
5:00	0	7	2	1	0	0	0	0	0	0	0	0	0	10	17:00	1	140	17	0	2	0	0	0	0	0	0	0	0	160
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	0	126
5:30	0	11	4	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	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	0	105
6:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15	18:00	1	56	6	0	0	0	0	0	0	0	0	0	0	63
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	0	65
6:30	0	17	8	1	1	1	0	0	0	0	0	0	0	28	18:30	1	61	8	1	2	0	0	0	0	0	0	0	0	73
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	0	51
7:00	0	31	18	0	1	0	0	0	0	0	0	0	0	50	19:00	1	48	1	0	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	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	0	43
7:45	0	49	26	0	0	0	0	0	0	0	0	0	0	75	19:45	0	28	2	0	0	0	0	0	0	0	0	0	0	30
8:00	0	65	26	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	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	0	47
8:30	0	64	21	0	2	1	0	0	0	0	0	0	0	88	20:30	0	31	1	0	0	0	0	0	0	0	0	0	0	32
8:45	0	60	30	1	0	1	0	1	0	0	0	0	0	104	20:45	0	28	1	0	0	0	0	0	0	0	0	0	0	37
9:00	0	70	22	0	1	0	0	0	1	0	0	0	0	92	21:00	1	28	0	1	0	0	0	0	0	0	0	0	0	30
9:15	0	66	37	0	1	0	0	0	0	0	0	0	0	114	21:15	0	27	2	1	0	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	0	28
9:45	0	83	33	0	1	1	0	0	0	0	0	0	0	119	21:45	0	15	2	0	0	0	0	0	0	0	0	0	0	17
10:00	0	94	26	0	4	0	0	0	0	0	0	0	0	124	22:00	0	19	2	1	1	0	0	0	0	0	0	0	0	23
10:15	0	83	33	1	2	0	0	0	0	0	0	0	0	119	22:15	0	14	1	0	0	0	0	0	0	0	0	0	0	15
10:30	1	93	31	0	3	0	0	0	1	0	0	0	0	129	22:30	0	28	0	0	0	0	0	0	0	0	0	0	0	28
10:45	1	100	30	0	4	0	0	0	0	0	0	0	0	135	22:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7
11:00	2	133	31	1	3	0	0	0	0	0	0	0	0	168	23:00	0	17	1	0	0	0	0	0	0	0	0	0	0	18
11:15	0	86	25	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	0	15
11:30	0	101	24	0	4	0	0	0	0	0	0	0	0	131	23:30	0	13	0	0	0	0	0	0	0	0	0	0	0	15
11:45	0	98	21	1	0	0	0	1	0	0	0	0	0	121	23:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
TOTAL	4	1,881	580	17	50	11	0	2	2	0	0	0	0	2,575	TOTAL	21	1,577	446	15	46	0	1	1	0	0	0	0	0	2,104

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	575

PM PEAK HOUR	3:30 PM
PM PEAK VOLUME	673

CLASS 1	Class 1 - Motorcycles	CLASS 8	4 or 5 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	25	3,765	846	32	96	11	1	3	2	0	0	0	0	4,679
% OF TOTAL	0.7%	80.5%	18.1%	0.7%	2.1%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%



A182423

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC, tel: 714.213.7888, mj@aimtd.com

DATE: Tuesday, January 22, 2024

JOB #: SC4186

CITY # Base Point

CLASS1 Subway Park Rd between Domingo Ave and Victoria Blvd

AM	EASTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
0:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
0:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0:45	0	5	0	0	0	0	0	0	1	0	0	0	0	6
1:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	3	1	0	0	0	0	0	0	0	0	0	0	3
3:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:30	0	4	0	0	1	0	0	0	0	0	0	0	0	5
3:45	0	4	0	0	1	0	0	0	0	0	0	0	0	5
4:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
4:15	0	7	2	0	0	0	0	1	0	0	0	0	0	10
4:30	0	6	1	0	1	0	0	1	0	0	0	0	0	9
4:45	0	16	0	0	1	0	0	0	0	0	0	0	0	17
5:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
5:15	0	20	1	0	0	0	0	1	0	0	0	0	0	22
5:30	0	15	0	0	0	0	0	0	0	0	0	0	0	15
5:45	0	47	1	0	0	0	0	0	0	1	0	0	0	47
6:00	0	36	3	0	2	0	0	0	0	0	0	0	0	41
6:15	0	40	2	0	0	0	0	0	0	0	0	0	0	45
6:30	0	55	3	0	1	0	0	0	0	0	0	0	0	59
6:45	0	73	3	0	4	0	0	0	0	0	0	0	0	81
7:00	0	77	3	0	7	0	0	0	0	0	0	0	0	86
7:15	0	114	7	0	3	0	0	0	0	0	0	0	0	124
7:30	0	99	30	0	5	1	0	0	0	0	0	0	0	135
7:45	0	102	31	0	7	0	0	0	1	0	0	0	0	141
8:00	0	139	10	0	4	0	0	0	0	0	0	0	0	153
8:15	0	119	12	0	9	1	0	0	0	0	0	0	0	141
8:30	0	120	12	0	3	0	0	0	0	0	0	0	0	135
8:45	0	130	10	1	7	0	0	0	1	0	0	0	0	149
9:00	0	134	15	0	5	0	0	0	0	0	0	0	0	154
9:15	0	141	20	0	3	0	0	0	0	0	0	0	0	164
9:30	0	139	13	0	3	1	0	0	0	0	0	0	0	156
9:45	1	162	14	1	0	1	0	0	0	0	0	0	0	180
10:00	0	139	13	0	0	0	0	0	0	0	0	0	0	160
10:15	0	162	16	0	12	0	0	0	0	0	0	0	0	190
10:30	0	170	8	0	7	0	0	0	0	0	0	0	0	184
10:45	1	190	10	0	8	0	0	0	0	0	0	0	0	209
11:00	0	180	7	0	9	0	0	0	5	0	0	0	0	201
11:15	0	182	7	0	9	0	0	0	2	0	0	0	0	200
11:30	1	168	9	0	4	1	0	0	0	0	0	0	0	183
11:45	1	202	5	0	3	1	0	0	0	0	0	0	0	213
TOTAL	4	5,140	291	3	172	10	0	3	10	0	3	0	0	5,731

PM	EASTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	253	17	0	14	0	0	0	0	0	0	0	0	244
12:15	1	189	8	0	8	0	0	0	1	0	0	0	0	207
12:30	0	176	11	0	3	0	0	0	0	0	0	0	0	190
12:45	0	194	12	0	3	0	0	0	0	0	0	0	0	209
13:00	0	157	19	0	10	1	1	0	0	0	0	0	0	190
13:15	1	213	17	1	3	0	0	0	1	0	0	0	0	231
13:30	1	212	13	0	7	0	0	0	0	0	0	0	0	234
13:45	1	184	9	0	8	0	0	0	0	0	0	0	0	201
14:00	1	167	10	0	7	0	0	0	0	0	0	0	0	185
14:15	0	131	7	0	8	2	0	0	1	0	0	0	0	149
14:30	2	185	9	0	7	0	0	0	0	0	0	0	0	203
14:45	1	202	14	0	4	0	0	0	0	0	0	0	0	221
15:00	0	200	17	0	4	1	0	0	0	0	0	0	0	222
15:15	2	222	10	0	6	1	0	0	0	0	0	0	0	240
15:30	0	208	6	0	9	0	0	0	0	0	0	0	0	223
15:45	0	253	11	0	9	0	0	0	1	0	0	0	0	274
16:00	0	203	19	0	3	0	0	0	0	0	0	0	0	221
16:15	0	219	12	0	2	0	0	0	0	0	0	0	0	233
16:30	1	206	9	0	3	1	1	0	1	0	0	0	0	222
16:45	0	225	8	0	4	0	0	0	0	0	0	0	0	237
17:00	0	201	13	0	4	1	0	0	0	0	0	0	0	223
17:15	0	210	6	0	2	0	0	0	0	0	0	0	0	227
17:30	0	217	3	0	3	0	0	0	0	0	0	0	0	223
17:45	0	180	4	0	0	0	0	0	1	0	0	0	0	185
18:00	0	151	5	0	1	0	0	0	0	0	0	0	0	157
18:15	0	125	6	0	3	0	0	0	0	0	0	0	0	134
18:30	0	130	7	0	3	0	0	0	0	0	0	0	0	140
18:45	0	117	4	0	0	0	0	0	0	0	0	0	0	121
19:00	0	91	7	0	0	0	0	0	0	0	0	0	0	98
19:15	0	83	1	0	1	0	0	0	0	0	0	0	0	85
19:30	0	76	0	0	2	0	0	0	0	0	0	0	0	78
19:45	0	44	1	0	0	0	0	0	0	0	0	0	0	45
20:00	0	60	1	0	2	0	0	0	0	0	0	0	0	63
20:15	1	47	2	0	1	0	0	0	0	0	0	0	0	51
20:30	0	60	1	0	0	0	0	0	0	0	0	0	0	61
20:45	1	45	1	0	0	0	0	0	0	0	0	0	0	47
21:00	0	93	1	0	1	0	0	0	0	0	0	0	0	95
21:15	0	37	1	0	0	0	0	0	0	0	0	0	0	38
21:30	0	28	2	0	1	0	0	0	0	0	0	0	0	31
21:45	0	17	1	0	0	0	0	0	0	0	0	0	0	18
22:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15
22:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11
22:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7
22:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9
TOTAL	14	6,110	297	1	140	7	2	0	4	0	0	0	0	6,575

AM PEAK HOUR	10:30 AM	PM PEAK HOUR	3:00 PM
AM PEAK VOLUME	886	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	11,450	524	3	258	17	2	1	18	0	1	0	0	12,290
% OF TOTAL	0.1%	93.2%	4.3%	0.0%	2.1%	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	47	17,628	1,014	6	454	31	5	1	33	0	3	1	0	18,764
% OF TOTAL	0.2%	93.9%	5.4%	0.0%	2.4%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	100.0%

A182423

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC, tel: 714 252 7080 co@aimtd.com

DATE: Tuesday, January 23, 2024
JOB #: 1924398

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

AM TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
0:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	1	1	0	1	0	0	0	0	0	0	0	0	3
2:00	0	3	1	0	1	0	0	0	1	0	0	0	0	6
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	2	0	0	1	0	0	0	0	0	0	0	0	3
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	3	0	0	0	0	0	0	1	0	0	0	0	4
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4
4:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:00	0	6	0	0	1	0	0	0	1	0	0	0	0	8
5:15	0	6	3	0	0	0	0	0	0	0	1	0	0	11
5:30	0	16	1	0	1	0	0	0	0	0	0	0	0	18
5:45	0	17	1	0	0	0	0	0	0	0	0	0	0	20
6:00	0	22	5	0	1	1	0	0	0	0	0	0	0	29
6:15	0	26	3	0	0	0	1	0	0	0	0	0	0	30
6:30	0	31	2	0	4	0	0	0	0	0	0	0	0	37
6:45	0	55	9	0	8	0	0	0	1	0	0	0	0	73
7:00	0	37	12	1	0	2	0	0	0	0	1	0	0	62
7:15	0	57	11	0	3	1	0	0	0	0	0	0	0	72
7:30	0	80	9	1	4	2	0	0	1	0	0	0	0	97
7:45	0	91	9	1	7	1	0	0	0	0	0	0	0	109
8:00	1	109	8	1	6	2	0	0	0	0	0	0	0	127
8:15	0	98	9	0	6	2	0	0	0	0	0	0	0	115
8:30	0	115	7	0	5	0	0	0	0	0	0	0	0	125
8:45	0	113	13	0	4	0	0	0	0	0	0	0	0	130
9:00	0	90	8	1	5	0	1	0	0	0	0	0	0	105
9:15	0	97	10	0	3	0	0	0	1	0	0	0	0	111
9:30	0	166	7	0	7	1	0	0	0	0	0	0	0	171
9:45	0	101	9	0	0	0	0	0	0	0	0	0	0	110
10:00	0	109	12	0	3	0	0	0	1	0	0	0	0	125
10:15	0	130	11	0	4	0	0	0	0	0	0	0	0	145
10:30	0	148	13	0	4	0	0	0	0	0	0	0	0	165
10:45	0	155	18	0	2	1	0	0	0	0	0	0	0	176
11:00	1	162	20	0	4	1	0	0	0	0	0	0	0	189
11:15	0	170	15	0	6	0	0	0	1	0	0	0	0	192
11:30	0	180	11	0	3	0	0	0	0	0	0	0	0	194
11:45	0	172	12	0	5	0	0	0	0	0	0	0	0	189
TOTAL	2	2,559	244	5	122	14	2	0	8	0	1	1	0	2,939

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	794

PM Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	1	200	17	0	4	0	1	0	0	0	0	0	0	223
12:15	1	183	22	0	2	0	0	0	0	0	0	0	0	208
12:30	0	178	13	0	3	1	0	0	0	0	0	0	0	195
12:45	1	196	10	0	4	0	0	0	0	0	0	0	0	211
13:00	1	179	7	1	1	0	0	0	1	0	0	0	0	190
13:15	0	188	12	0	3	0	0	0	1	0	0	0	0	205
13:30	0	176	12	0	4	0	0	0	0	0	0	0	0	192
13:45	0	159	17	0	2	0	0	0	0	0	0	0	0	178
14:00	2	187	13	0	2	0	0	0	0	0	0	0	0	204
14:15	0	198	8	0	3	0	0	0	1	0	0	0	0	209
14:30	1	193	11	0	3	0	0	0	0	0	0	0	0	208
14:45	0	167	11	0	2	0	0	0	1	0	0	0	0	181
15:00	1	204	7	0	9	1	0	0	0	0	0	0	0	222
15:15	4	177	9	0	5	0	0	0	1	0	0	0	0	196
15:30	3	227	11	0	3	0	0	0	0	0	1	0	0	245
15:45	1	183	15	0	1	0	0	0	0	0	0	0	0	200
16:00	0	192	14	0	3	0	0	0	0	0	0	0	0	209
16:15	2	188	10	0	0	0	0	0	0	0	0	0	0	200
16:30	0	202	8	0	4	0	0	0	0	0	0	0	0	214
16:45	1	198	9	0	3	1	0	0	0	0	0	0	0	212
17:00	1	207	4	0	4	0	0	0	0	0	0	0	0	216
17:15	0	161	5	0	0	0	0	0	0	0	0	0	0	166
17:30	0	154	10	0	0	0	0	0	0	0	0	0	0	164
17:45	1	152	4	0	0	0	0	0	0	0	0	0	0	157
18:00	0	171	13	0	0	0	0	0	0	0	0	0	0	184
18:15	0	119	3	0	0	0	0	0	0	0	0	0	0	122
18:30	0	138	3	0	1	1	0	0	0	0	0	0	0	143
18:45	1	124	2	0	0	0	0	0	0	0	0	0	0	127
19:00	0	101	2	0	1	0	0	0	0	0	0	0	0	104
19:15	0	87	3	0	2	0	0	0	0	0	0	0	0	92
19:30	0	74	1	0	1	0	0	0	0	0	0	0	0	76
19:45	0	71	2	0	0	0	0	0	0	0	0	0	0	73
20:00	0	68	6	0	0	0	0	0	0	0	0	0	0	74
20:15	0	45	3	0	0	0	0	0	0	0	0	0	0	48
20:30	0	29	2	0	0	0	0	0	0	0	0	0	0	31
20:45	0	37	0	0	1	0	0	0	0	0	0	0	0	38
21:00	0	24	4	0	0	0	0	0	1	0	0	0	0	29
21:15	0	20	1	0	0	0	0	0	0	0	0	0	0	21
21:30	0	13	1	0	0	0	0	0	0	0	0	0	0	14
21:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8
22:00	0	20	0	0	0	0	0	0	0	1	0	0	0	21
22:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9
22:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
22:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
23:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
TOTAL	22	5,038	300	1	73	4	1	0	7	0	1	0	0	6,045

PM PEAK HOUR	3:00 PM
PM PEAK VOLUME	960

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, 6 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	7,597	544	6	195	18	3	0	15	0	2	1	0	8,985
% OF TOTAL	0.3%	84.5%	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

A101021

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AlmTD LLC, tel: 714.253.7888 cs@almtd.com

DATE: Tuesday, January 23, 2024

CITY#: Dana Point

JOB #: 3C1336

CLASS#: Doheny Park Rd between Domingo Ave and Victoria Blvd

AM	COMBINED														PM	COMBINED													
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	7	0	0	0	0	0	0	0	0	0	0	0	7	12:00	1	413	24	8	18	0	1	0	0	0	0	0	0	462
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:15	2	362	30	0	10	0	0	0	1	0	0	0	0	425
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:30	0	394	24	0	6	1	0	0	0	0	0	0	0	386
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	413
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	23	1	8	0	0	0	1	0	0	0	0	435
1:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13:30	1	388	25	0	11	0	0	0	0	0	0	0	0	426
1:45	0	1	1	0	1	0	0	0	0	0	0	0	0	3	13:45	1	353	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	1	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	33	0	11	3	0	0	2	0	0	0	0	448
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	398	25	0	6	0	0	0	1	0	0	0	0	432
3:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	15:00	1	403	24	0	11	1	0	0	0	0	0	0	0	440
3:15	0	3	0	0	1	0	0	0	0	0	0	0	0	4	15:15	0	398	27	0	11	1	0	0	1	0	0	0	0	440
3:30	0	4	0	0	1	0	0	0	0	0	0	0	0	5	15:30	3	419	37	0	11	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	26	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	400	22	0	3	0	0	0	0	0	0	0	0	428
4:30	0	13	2	0	1	0	0	0	1	0	0	0	0	18	16:30	1	406	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	1	0	0	0	0	0	19	17:00	1	457	17	0	6	1	0	0	0	0	0	0	0	494
5:15	0	28	3	0	0	0	0	1	0	0	1	0	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	1	0	0	0	67	17:45	1	332	8	0	9	0	0	0	1	0	0	0	0	342
6:00	0	59	8	0	3	1	0	1	0	0	0	0	0	73	18:00	0	322	10	0	1	0	0	0	0	0	0	0	0	332
6:15	0	69	5	0	0	0	1	0	0	0	0	0	0	82	18:15	0	243	9	0	3	0	0	0	0	0	0	0	0	255
6:30	0	86	5	0	1	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	109	14	0	12	0	0	0	1	0	0	0	0	136	18:45	1	241	0	0	0	0	0	0	0	0	0	0	0	248
7:00	0	134	17	1	11	2	0	0	2	0	1	0	0	168	19:00	0	192	9	0	1	0	0	0	0	0	0	0	0	202
7:15	0	171	18	0	6	1	0	0	0	0	0	0	0	196	19:15	0	170	9	0	1	0	0	0	0	0	0	0	0	177
7:30	0	179	10	1	6	2	0	0	1	0	0	0	0	212	19:30	0	158	1	0	1	0	0	0	0	0	0	0	0	154
7:45	0	153	20	1	8	1	0	0	1	0	0	0	0	185	19:45	0	113	3	0	0	0	0	0	0	0	0	0	0	118
8:00	1	259	16	1	12	2	0	0	0	0	0	0	0	290	20:00	0	132	7	0	1	0	0	0	0	0	0	0	0	140
8:15	0	217	21	0	15	5	0	0	0	0	0	0	0	258	20:15	1	92	1	0	1	0	0	0	0	0	0	0	0	95
8:30	0	233	19	0	6	0	0	0	0	0	0	0	0	258	20:30	0	119	0	0	0	0	0	0	0	0	0	0	0	119
8:45	0	251	21	1	6	0	0	0	1	0	0	0	0	280	20:45	1	82	1	0	1	0	0	0	0	0	0	0	0	85
9:00	0	266	19	1	10	1	1	0	0	0	0	0	0	298	21:00	0	68	5	0	1	0	0	0	1	0	0	0	0	75
9:15	0	239	16	0	6	0	0	0	1	0	0	0	0	272	21:15	0	57	2	0	0	0	0	0	0	0	0	0	0	59
9:30	0	249	26	0	6	1	0	0	0	0	0	0	0	277	21:30	0	41	2	0	1	0	0	0	0	0	0	0	0	45
9:45	1	263	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	13	0	0	1	0	0	0	0	0	287	22:00	0	38	0	0	0	0	0	0	1	0	0	0	0	39
10:15	0	260	27	0	16	0	0	0	0	0	0	0	0	303	22:15	0	29	1	0	0	0	0	0	0	0	0	0	0	30
10:30	0	307	19	0	11	0	0	0	0	0	0	0	0	337	22:30	0	13	0	0	0	0	0	0	0	0	0	0	0	13
10:45	1	355	26	0	11	1	0	0	0	0	0	0	0	394	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	18	0	0	0	0	0	0	0	0	0	0	0	20
11:15	0	392	22	0	15	0	0	0	0	0	0	0	0	429	23:15	0	13	1	0	0	0	0	0	0	0	0	0	0	14
11:30	1	349	26	0	7	1	0	0	0	0	0	0	0	377	23:30	0	9	1	0	0	0	0	0	0	0	0	0	0	9
11:45	1	373	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	495	7	235	24	2	1	18	3	2	1	0	6,693	TOTAL	36	11,748	599	3	229	12	2	0	12	0	1	0	0	12,824
								AM PEAK HOUR					11:00 AM											PM PEAK HOUR				3:00 PM
								AM PEAK VOLUME					1,955											PM PEAK VOLUME				1,799

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	1,094	9	494	33	5	1	31	0	2	1	0	19,394
% 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%

A182423

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC, tel: 734.213.7888, ns@aimtd.com

DATE: Tuesday, January 22, 2024

CITY #: Base Point

JOB #: SC4186

CLASS1 Golden Lantern Between Salva Rd and La Paz Ave

AM	NORTHBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
0:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
0:30	1	5	0	0	0	0	0	0	0	0	0	0	0	6
0:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9
1:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:45	0	4	0	0	1	0	0	0	0	0	0	0	0	5
2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15	0	5	0	0	0	0	0	0	3	0	0	0	0	8
4:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:45	0	14	0	0	1	0	0	0	0	0	0	0	0	15
5:00	0	6	0	1	0	0	0	0	0	0	0	0	0	7
5:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8
5:30	0	11	0	0	0	0	0	0	0	0	0	0	0	11
5:45	0	24	1	0	0	0	0	0	1	0	0	0	0	26
6:00	0	20	1	0	0	0	0	0	0	0	0	0	0	21
6:15	0	26	0	0	1	0	0	0	1	0	0	0	0	28
6:30	0	21	5	0	0	0	0	0	0	0	0	0	0	26
6:45	0	77	1	1	7	0	0	0	0	0	0	0	0	86
7:00	0	74	6	1	7	0	0	0	0	0	0	0	0	88
7:15	0	76	8	2	6	0	0	0	0	0	0	0	0	92
7:30	0	59	8	0	0	0	0	0	0	0	0	0	0	67
7:45	0	75	7	1	7	1	0	0	0	0	0	0	0	91
8:00	0	80	14	0	5	0	0	0	0	0	0	0	0	99
8:15	0	90	11	2	2	0	0	0	0	0	0	0	0	105
8:30	0	73	10	0	1	0	0	0	0	0	0	0	0	84
8:45	0	80	12	0	7	0	0	0	0	0	0	0	0	99
9:00	0	67	12	1	3	0	0	0	0	0	0	0	0	83
9:15	0	58	11	0	2	0	0	0	0	0	0	0	0	71
9:30	0	68	10	1	4	0	0	0	0	0	0	0	0	83
9:45	0	97	15	0	2	1	0	0	0	0	0	0	0	115
10:00	0	81	13	0	2	0	0	0	0	0	0	0	0	96
10:15	0	80	9	1	2	0	0	0	0	0	0	0	0	92
10:30	0	80	8	0	1	0	0	0	0	0	0	0	0	89
10:45	0	107	7	0	1	0	0	0	0	0	0	0	0	115
11:00	0	100	7	1	1	0	0	0	1	0	0	0	0	110
11:15	0	82	8	0	3	0	0	0	0	0	0	0	0	93
11:30	0	125	16	0	1	0	0	0	0	0	0	0	0	142
11:45	0	107	10	1	2	0	0	0	1	0	0	0	0	121
TOTAL	1	1,878	217	14	81	1	0	0	7	0	0	0	0	2,199

AM PEAK HOUR: 11:00 AM

AM PEAK VOLUME: 466

PM	NORTHBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	119	11	0	1	0	0	0	0	0	0	0	0	131
12:15	0	100	9	0	0	0	0	0	0	0	0	0	0	109
12:30	0	87	11	1	0	0	0	0	0	0	0	0	0	100
12:45	0	116	7	0	4	0	0	0	0	0	0	0	0	127
13:00	0	139	17	0	2	0	0	0	0	0	0	0	0	158
13:15	0	113	13	1	1	1	0	0	0	0	0	0	0	131
13:30	0	114	15	0	1	0	0	0	0	0	0	0	0	130
13:45	0	104	6	0	0	0	0	0	0	0	0	0	0	110
14:00	0	113	11	1	0	0	0	0	0	0	0	0	0	126
14:15	0	131	11	1	1	0	0	0	0	0	0	0	0	144
14:30	0	122	9	0	0	0	0	0	0	0	0	0	0	131
14:45	0	110	14	1	0	0	0	0	0	0	0	0	0	125
15:00	0	144	16	0	0	0	0	0	0	0	0	0	0	160
15:15	1	126	15	0	0	0	0	0	0	0	0	0	0	142
15:30	0	135	10	3	0	0	0	0	0	0	0	0	0	148
15:45	0	136	12	2	1	0	0	0	0	0	0	0	0	151
16:00	1	148	13	0	1	0	0	0	0	0	0	0	0	163
16:15	0	113	13	1	0	0	0	0	0	0	0	0	0	127
16:30	0	134	17	0	1	0	0	0	0	0	0	0	0	152
16:45	0	149	18	0	0	0	0	0	0	0	0	0	0	167
17:00	0	169	15	0	1	0	0	0	0	0	0	0	0	185
17:15	0	154	16	1	0	0	0	0	0	0	0	0	0	171
17:30	0	145	16	0	0	0	0	0	0	0	0	0	0	161
17:45	0	137	7	0	0	0	0	0	0	0	0	0	0	144
18:00	0	126	14	1	1	0	0	0	0	0	0	0	0	142
18:15	0	123	4	0	0	0	0	0	0	0	0	0	0	127
18:30	0	108	5	0	0	0	0	0	0	0	0	0	0	113
18:45	0	171	3	1	0	0	0	0	0	0	0	0	0	185
19:00	0	156	9	1	0	0	0	0	0	0	0	0	0	171
19:15	0	68	3	0	0	0	0	0	0	0	0	0	0	71
19:30	0	76	3	1	0	0	0	0	0	1	0	0	0	81
19:45	0	84	4	0	0	0	0	0	0	0	0	0	0	88
20:00	0	92	3	0	0	0	0	0	0	0	0	0	0	95
20:15	0	70	1	1	0	0	0	0	0	0	0	0	0	72
20:30	0	60	3	0	0	0	0	0	0	0	0	0	0	63
20:45	0	60	4	0	0	0	0	0	0	0	0	0	0	72
21:00	0	67	1	1	0	0	0	0	0	0	0	0	0	69
21:15	0	52	4	0	0	0	0	0	0	0	0	0	0	56
21:30	0	38	3	0	0	0	0	0	0	0	0	0	0	41
21:45	0	40	4	0	0	0	0	0	0	0	0	0	0	44
22:00	0	25	0	0	0	0	0	0	0	0	0	0	0	25
22:15	0	31	2	0	0	0	0	0	0	0	0	0	0	33
22:30	0	21	2	0	0	0	0	0	0	0	0	0	0	23
22:45	0	23	1	0	0	0	0	0	0	0	0	0	0	24
23:00	0	15	2	0	0	0	0	0	0	0	0	0	0	17
23:15	0	10	1	0	0	0	0	0	0	0	0	0	0	11
23:30	0	17	1	0	0	0	0	0	0	0	0	0	0	18
23:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
TOTAL	2	4,446	340	20	20	1	0	0	0	1	0	0	0	4,830

PM PEAK HOUR: 4:15 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	3	6,324	556	32	59	2	0	0	0	0	0	0	0	7,025
% OF TOTAL	0.0%	90.0%	7.9%	0.5%	0.8%	0.0%	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	12,703	1,384	55	115	17	0	0	0	0	0	0	0	14,389
% OF TOTAL	0.1%	88.3%	9.6%	0.4%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

A182423

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC, tel: 714 252 7080 co@aimtd.com

DATE: Tuesday, January 23, 2024
JOB #: 1824308

CITY# Dana Point
CLROS2 Golden Lantern Halloween Sales Rd and La Plat Ave

AM TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
0:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10
0:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30	0	0	0	0	0	0	0	0	1	0	0	0	0	1
2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	3	0	1	0	0	0	0	0	0	0	0	0	4
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
4:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
4:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10
4:45	0	11	1	0	1	0	0	0	0	0	0	0	0	14
5:00	0	14	2	0	0	0	0	1	0	0	0	0	0	17
5:15	0	19	3	0	0	0	0	0	0	0	0	0	0	22
5:30	0	22	13	0	3	0	0	0	0	0	0	0	0	37
5:45	0	19	11	0	0	0	0	0	0	0	0	0	0	30
6:00	0	25	12	0	0	0	0	0	0	0	0	0	0	37
6:15	0	28	6	1	0	0	0	0	0	0	0	0	0	35
6:30	0	38	5	0	0	1	0	0	0	0	0	0	0	44
6:45	0	54	9	0	0	1	0	0	0	0	0	0	0	64
7:00	0	60	9	1	1	0	0	0	0	0	0	0	0	80
7:15	0	70	28	1	0	0	0	0	0	0	0	0	0	99
7:30	1	98	15	0	1	0	0	0	0	0	0	0	0	115
7:45	0	108	20	1	2	1	0	0	0	0	0	0	0	133
8:00	0	130	11	0	0	0	0	0	0	0	0	0	0	145
8:15	0	100	15	0	2	1	0	0	0	0	0	0	0	118
8:30	0	126	20	0	1	0	0	0	0	0	0	0	0	147
8:45	0	117	17	1	1	0	0	0	0	0	0	0	0	136
9:00	0	116	10	0	2	1	0	0	0	0	0	0	0	129
9:15	0	89	15	1	5	1	0	0	0	0	0	0	0	111
9:30	0	94	10	0	2	0	0	0	0	0	0	0	0	106
9:45	0	108	11	0	0	0	0	0	0	0	0	0	0	119
10:00	0	96	9	1	2	0	0	0	0	0	0	0	0	108
10:15	0	99	10	0	0	0	0	0	0	0	0	0	0	109
10:30	0	99	13	0	4	0	0	0	0	0	0	0	0	116
10:45	0	99	29	1	3	0	0	0	0	0	0	0	0	132
11:00	1	100	13	0	1	0	0	0	0	0	0	0	0	115
11:15	0	107	15	0	4	0	0	0	0	0	0	0	0	126
11:30	0	123	13	1	2	0	0	0	0	0	0	0	0	138
11:45	0	120	8	0	3	0	0	0	0	0	0	0	0	131
TOTAL	2	2,294	351	13	42	7	0	0	2	0	0	0	0	2,830

AM PEAK HOUR	8:00 AM
AM PEAK VOLUME	530

PM Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	130	33	0	0	0	0	0	0	0	0	0	0	152
12:15	0	118	11	0	4	0	0	0	0	0	0	0	0	133
12:30	0	112	13	0	0	0	0	0	0	0	0	0	0	125
12:45	0	129	14	0	4	0	0	0	0	0	0	0	0	147
13:00	1	147	20	1	2	0	0	0	0	0	0	0	0	171
13:15	0	106	12	0	0	0	0	0	0	0	0	0	0	118
13:30	0	114	11	0	2	0	0	0	0	0	0	0	0	127
13:45	0	113	13	0	3	0	0	0	0	0	0	0	0	131
14:00	0	127	9	1	3	0	0	0	0	0	0	0	0	140
14:15	1	121	9	0	4	0	0	0	0	0	0	0	0	135
14:30	0	138	11	1	1	0	0	0	0	0	0	0	0	123
14:45	1	123	17	0	2	0	0	0	0	0	0	0	0	143
15:00	0	133	11	0	0	0	0	0	0	0	0	0	0	144
15:15	0	129	9	0	1	0	0	0	0	0	0	0	0	139
15:30	0	157	15	1	0	0	0	0	0	0	0	0	0	173
15:45	0	157	18	0	0	0	0	0	0	0	0	0	0	175
16:00	2	163	18	1	2	0	0	0	0	0	0	0	0	186
16:15	0	139	12	0	0	0	0	0	0	0	0	0	0	151
16:30	0	139	17	0	0	0	0	0	0	0	0	0	0	156
16:45	0	149	15	1	2	0	0	0	0	0	0	0	0	167
17:00	0	115	16	0	0	0	0	0	0	0	0	0	0	131
17:15	0	109	14	0	1	0	0	0	0	0	0	0	0	124
17:30	0	128	11	0	0	0	0	0	0	0	0	0	0	139
17:45	0	119	9	1	3	1	0	0	0	0	0	0	0	133
18:00	0	110	6	0	0	0	0	0	0	0	0	0	0	116
18:15	0	82	15	1	0	0	0	0	0	0	0	0	0	98
18:30	0	83	9	0	1	0	0	0	0	0	0	0	0	93
18:45	0	83	6	0	0	0	0	0	0	0	0	0	0	91
19:00	0	67	5	1	1	0	0	0	0	0	0	0	0	74
19:15	0	77	6	0	0	0	0	0	0	0	0	0	0	83
19:30	0	48	6	0	0	0	0	0	0	0	0	0	0	54
19:45	0	47	4	1	0	0	0	0	0	0	0	0	0	52
20:00	0	34	5	0	0	0	0	0	0	0	0	0	0	39
20:15	0	34	3	0	0	0	0	0	0	0	0	0	0	37
20:30	0	40	5	1	0	0	0	0	0	0	0	0	0	46
20:45	0	38	6	0	0	0	0	0	0	0	0	0	0	34
21:00	0	41	3	1	0	0	0	0	0	0	0	0	0	45
21:15	0	32	7	0	0	0	0	0	0	0	0	0	0	39
21:30	0	29	4	0	0	0	0	0	0	0	0	0	0	33
21:45	0	19	1	0	0	0	0	0	0	0	0	0	0	20
22:00	0	30	2	1	0	0	0	0	1	0	0	0	0	34
22:15	0	13	4	0	0	0	0	0	0	0	0	0	0	17
22:30	0	23	4	0	1	0	0	0	0	0	0	0	0	28
22:45	0	13	1	0	0	0	0	0	0	0	0	0	0	14
23:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
23:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
23:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11
23:45	0	11	1	0	0	0	0	0	0	0	0	0	0	12
TOTAL	5	4,045	407	13	34	1	0	0	1	0	0	0	0	4,506

PM PEAK HOUR	3:30 PM
PM PEAK VOLUME	685

TOTAL: AM+PM	7	6,339	758	26	76	8	0	0	3	0	0	0	0	7,337
% OF TOTAL	0.1%	87.7%	10.5%	0.4%	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

CLASS 1	Class 1 — Motorcycles	CLASS 8	4 to 7 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 6 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		

A101021

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 #: 3C1336

CLASS2: Golden Lantern &/Green Sidewalk Rd and La Paz Ave

AM	COMBINED														PM	COMBINED													
START TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	START Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	12:00	0	249	26	8	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	8	4	0	0	0	0	0	0	0	0	250
0:30	1	9	0	0	0	0	0	0	0	0	0	0	0	10	12:30	0	199	29	1	1	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	23	8	8	0	0	0	0	0	0	0	0	284
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	210	26	1	1	1	0	0	0	0	0	0	0	240
1:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9	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	1	0	0	0	0	0	0	0	0	242
2:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	14:00	0	238	25	3	3	0	0	0	0	0	0	0	0	269
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	1	0	0	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	215	31	1	2	0	0	0	0	0	0	0	0	270
3:00	0	1	0	1	1	0	0	0	0	0	0	0	0	7	15:00	0	257	27	0	0	0	0	0	0	0	0	0	0	284
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	0	0	0	0	0	0	0	0	0	0	0	0	0	15:30	0	290	25	4	0	0	0	0	0	0	0	0	0	319
3:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15:45	0	295	30	2	1	0	0	0	0	0	0	0	0	328
4:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	16:00	0	311	31	1	1	0	0	0	0	0	0	0	0	344
4:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11	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	15	2	0	2	0	0	0	0	0	0	0	0	19	16:45	0	259	35	1	2	0	0	0	0	0	0	0	0	329
5:00	0	10	1	1	0	0	0	1	0	0	0	0	0	13	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	252	30	1	1	0	0	0	0	0	0	0	0	284
5:30	0	35	11	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	45	12	0	0	0	0	1	0	0	0	0	0	58	17:45	0	259	36	1	0	1	0	0	0	0	0	0	0	297
6:00	0	59	17	0	0	0	0	0	0	0	0	0	0	76	18:00	0	219	20	1	1	0	0	0	0	0	0	0	0	241
6:15	0	54	6	1	1	0	0	1	0	0	0	0	0	63	18:15	0	205	16	1	0	0	0	0	0	0	0	0	0	223
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	184	9	1	0	0	0	0	0	0	0	0	0	194
7:00	0	149	19	2	3	0	0	0	0	0	0	0	0	173	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	155	9	0	0	0	0	0	0	0	0	0	0	164
7:30	1	152	22	0	1	0	0	0	0	0	0	0	0	177	19:30	0	124	9	1	0	0	0	0	0	1	0	0	0	135
7:45	0	183	27	7	4	3	0	0	0	0	0	0	0	224	19:45	0	131	8	1	0	0	0	0	0	0	0	0	0	140
8:00	0	238	25	0	1	0	0	0	0	0	0	0	0	264	20:00	0	96	8	0	0	0	0	0	0	0	0	0	0	104
8:15	0	180	36	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	189	30	0	2	0	0	0	0	0	0	0	0	221	20:30	0	104	6	1	0	0	0	0	0	0	0	0	0	111
8:45	0	167	26	1	2	0	0	0	0	0	0	0	0	196	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	197	28	1	7	1	0	0	0	0	0	0	0	242	21:15	0	64	11	0	0	0	0	0	0	0	0	0	0	75
9:30	0	182	26	1	6	0	0	0	0	0	0	0	0	215	21:30	0	67	7	0	0	0	0	0	0	0	0	0	0	74
9:45	0	203	26	0	5	1	0	0	0	0	0	0	0	235	21:45	0	74	5	0	0	0	0	0	0	0	0	0	0	79
10:00	0	177	27	1	2	0	0	0	0	0	0	0	0	207	22:00	0	55	2	1	0	0	0	0	1	0	0	0	0	59
10:15	0	180	19	1	2	0	0	0	0	0	0	0	0	202	22:15	0	44	4	0	0	0	0	0	0	0	0	0	0	48
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	1	0	0	0	0	225	23:00	0	30	3	0	0	0	0	0	0	0	0	0	0	33
11:15	0	189	21	0	7	0	0	0	0	0	0	0	0	218	23:15	0	23	1	0	0	0	0	0	0	0	0	0	0	24
11:30	0	249	28	1	3	0	0	0	0	0	0	0	0	282	23:30	0	17	2	0	0	0	0	0	0	0	0	0	0	19
11:45	0	227	18	1	5	0	0	0	1	0	0	0	0	252	23:45	0	17	1	0	0	0	0	0	0	0	0	0	0	18
TOTAL	3	4,272	594	24	80	9	0	0	0	0	0	0	0	4,982	TOTAL	7	6,492	820	72	82	2	0	0	0	0	0	0	0	7,925
								AM PEAK HOUR						11:00 AM								PM PEAK HOUR						3:30 PM
								AM PEAK VOLUME						976								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	10	10,764	1,364	96	535	11	8	0	11	0	0	0	0	14,909
% OF TOTAL	0.1%	88.9%	9.1%	0.6%	3.6%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

A182423

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC, tel: 714.213.7888, rs@aimtd.com

DATE: Tuesday, January 22, 2024

CITY #: Base Point

JOB #: SC4186

CLASS7 Camino Capistrano between Pellissier Dr and Calle Del Sol

AM	NORTHBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45	0	5	0	0	0	0	0	0	0	0	0	0	0	3
6:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
6:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
6:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
6:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8
7:00	0	7	0	1	0	1	0	0	0	0	0	0	0	9
7:15	0	15	4	0	0	0	0	0	0	0	0	0	0	19
7:30	0	41	1	0	0	1	0	0	0	0	0	0	0	43
7:45	0	20	2	0	1	0	0	0	0	0	0	0	0	23
8:00	0	8	1	0	0	0	0	0	0	0	0	0	0	11
8:15	0	21	2	0	0	0	0	0	0	0	0	0	0	24
8:30	0	21	2	0	1	1	0	0	0	0	0	0	0	25
8:45	0	13	2	0	1	0	0	0	0	0	0	0	0	16
9:00	0	12	5	0	0	0	0	0	0	0	0	0	0	17
9:15	0	25	8	0	1	0	0	0	0	0	0	0	0	34
9:30	0	15	1	0	1	0	0	0	0	0	0	0	0	17
9:45	0	11	2	0	1	0	0	0	0	0	0	0	0	17
10:00	0	19	5	0	1	0	0	0	0	0	0	0	0	26
10:15	0	23	3	0	1	0	0	0	0	0	0	0	0	29
10:30	0	17	1	0	1	0	0	0	0	0	0	0	0	19
10:45	0	23	3	0	2	0	0	0	0	0	0	0	0	28
11:00	0	18	1	0	3	0	0	0	0	0	0	0	0	22
11:15	0	22	4	0	1	0	0	0	0	0	0	0	0	27
11:30	1	19	1	0	1	0	0	0	0	0	0	0	0	22
11:45	0	22	2	0	1	0	0	0	0	0	0	0	0	25
TOTAL	1	415	57	1	19	3	0	0	0	0	0	0	0	491

AM PEAK HOUR	7:30 AM
AM PEAK VOLUME	111

PM	NORTHBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	23	2	0	2	0	0	0	0	0	0	0	0	27
12:15	0	25	5	0	2	1	0	0	0	0	0	0	0	33
12:30	0	25	4	0	0	0	0	0	0	0	0	0	0	29
12:45	1	25	7	0	0	0	0	0	0	0	0	0	0	33
13:00	0	17	3	0	1	0	0	0	0	0	0	0	0	21
13:15	0	29	3	0	1	0	0	0	0	0	0	0	0	33
13:30	0	27	1	0	2	0	0	0	0	0	0	0	0	30
13:45	0	25	4	0	1	0	0	0	0	0	0	0	0	30
14:00	0	14	1	0	1	0	0	0	0	0	0	0	0	16
14:15	0	25	1	0	0	0	0	0	0	0	0	0	0	26
14:30	0	31	4	0	2	0	0	0	0	0	0	0	0	37
14:45	0	21	5	0	2	0	0	0	0	0	0	0	0	28
15:00	0	25	9	0	0	0	0	0	0	0	0	0	0	34
15:15	1	23	3	0	0	0	0	0	0	0	0	0	0	27
15:30	1	27	4	0	0	0	0	0	0	0	0	0	0	32
15:45	0	23	1	0	2	0	0	0	0	0	0	0	0	26
16:00	0	26	2	1	0	0	0	0	0	0	0	0	0	31
16:15	0	31	4	0	1	0	0	0	0	0	0	0	0	36
16:30	0	30	1	0	3	0	0	0	0	0	0	0	0	34
16:45	0	25	4	0	1	0	0	0	0	0	0	0	0	30
17:00	0	23	1	0	0	0	0	0	0	0	0	0	0	24
17:15	0	26	6	0	0	0	0	0	0	0	0	0	0	32
17:30	0	18	1	0	0	0	0	0	0	0	0	0	0	19
17:45	0	20	0	0	0	0	0	0	0	0	0	0	0	20
18:00	1	10	0	0	0	0	0	0	0	0	0	0	0	11
18:15	0	20	0	0	0	0	0	0	0	0	0	0	0	20
18:30	0	13	0	0	0	0	0	0	0	0	0	0	0	13
18:45	0	14	0	0	0	0	0	0	0	0	0	0	0	14
19:00	1	7	1	0	0	0	0	0	0	0	0	0	0	9
19:15	0	8	1	0	0	0	0	0	0	0	0	0	0	9
19:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7
19:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
20:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
20:15	1	5	1	0	0	0	0	0	0	0	0	0	0	7
20:30	1	1	0	0	0	0	0	0	0	0	0	0	0	2
20:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
21:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
21:30	0	3	0	0	0	0	0	0	0	0	0	0	0	2
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:00	1	1	1	0	0	0	0	0	0	0	0	0	0	3
22:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	6	556	76	1	21	1	0	0	0	0	0	0	0	661

PM PEAK HOUR	4:00 PM
PM PEAK VOLUME	111

TOTAL: AM+PM	7	1,123	133	2	39	4	0	0	0	0	0	0	0	1,152
% OF TOTAL	0.7%	97.5%	11.5%	0.2%	3.4%	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	14	2,226	268	3	60	8	0	0	0	0	0	0	0	2,580
% OF TOTAL	0.5%	86.3%	11.7%	0.1%	2.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

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		

A182423

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC, tel: 714 252 7080 co@aimtd.com

DATE: Tuesday, January 23, 2024
JOB #: 1824398

CITY# Dana Point
CLASS? Camino Capistrano between Pallisades Dr and Calle Del Sol

AM TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:30	0	1	0	0	2	0	0	0	0	0	0	0	0	3
6:45	0	2	1	0	1	0	0	0	0	0	0	0	0	7
7:00	0	2	1	0	0	0	0	0	0	0	0	0	0	4
7:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8
7:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13
7:45	0	20	3	0	0	0	0	0	0	0	0	0	0	24
8:00	0	31	6	0	1	0	0	0	0	0	0	0	0	38
8:15	0	16	2	0	2	0	0	0	0	0	0	0	0	20
8:30	1	14	7	0	2	0	0	0	0	0	0	0	0	24
8:45	0	16	5	0	1	0	0	0	0	0	0	0	0	22
9:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21
9:15	0	12	5	0	0	0	0	0	0	0	0	0	0	17
9:30	0	15	4	0	1	0	0	0	0	0	0	0	0	20
9:45	0	24	8	0	0	0	0	0	0	0	0	0	0	32
10:00	0	9	6	0	2	1	0	0	0	0	0	0	0	18
10:15	0	21	2	0	0	1	0	0	0	0	0	0	0	24
10:30	0	25	6	0	0	0	0	0	0	0	0	0	0	25
10:45	0	29	7	0	0	0	0	0	0	0	0	0	0	36
11:00	0	27	1	0	1	0	0	0	0	0	0	0	0	29
11:15	0	16	10	0	2	0	0	0	0	0	0	0	0	28
11:30	0	21	3	0	2	0	0	0	0	0	0	0	0	25
11:45	0	24	5	0	0	0	0	0	0	0	0	0	0	29
TOTAL	1	352	88	0	17	2	0	0	0	0	0	0	0	460

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	111

PM Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	18	3	0	1	1	0	0	0	0	0	0	0	23
12:15	0	22	3	0	2	0	0	0	0	0	0	0	0	26
12:30	1	18	3	0	0	0	0	0	0	0	0	0	0	24
12:45	0	26	1	0	0	0	0	0	0	0	0	0	0	29
13:00	0	34	3	0	0	0	0	0	0	0	0	0	0	42
13:15	0	18	3	0	1	0	0	0	0	0	0	0	0	23
13:30	0	11	3	0	1	1	0	0	0	0	0	0	0	16
13:45	0	21	2	0	0	0	0	0	0	0	0	0	0	23
14:00	0	32	0	0	1	0	0	0	0	0	0	0	0	33
14:15	0	25	1	0	1	0	0	0	0	0	0	0	0	27
14:30	0	15	2	0	2	0	0	0	0	0	0	0	0	19
14:45	0	28	1	0	1	1	0	0	0	0	0	0	0	31
15:00	0	30	3	0	0	0	0	0	0	0	0	0	0	33
15:15	0	23	3	0	1	0	0	0	0	0	0	0	0	29
15:30	1	29	6	0	2	0	0	0	0	0	0	0	0	48
15:45	0	32	4	0	0	0	0	0	0	0	0	0	0	36
16:00	0	27	4	1	1	0	0	0	0	0	0	0	0	33
16:15	0	18	8	0	0	0	0	0	0	0	0	0	0	26
16:30	1	25	4	0	0	0	0	0	0	0	0	0	0	30
16:45	0	18	3	0	0	0	0	0	0	0	0	0	0	21
17:00	0	33	7	0	0	0	0	0	0	0	0	0	0	40
17:15	0	29	4	0	0	0	0	0	0	0	0	0	0	33
17:30	0	33	2	0	0	0	0	0	0	0	0	0	0	35
17:45	0	25	1	0	0	0	0	0	0	0	0	0	0	26
18:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
18:15	0	17	3	0	0	0	0	0	0	0	0	0	0	20
18:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13
18:45	0	14	0	0	0	0	0	0	0	0	0	0	0	14
19:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
19:15	0	14	1	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
19:45	0	12	0	0	0	0	0	0	0	0	0	0	0	12
20:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
20:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
20:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
20:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
21:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
21:15	1	7	2	0	0	0	0	0	0	0	0	0	0	10
21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
22:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
22:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	4	738	93	1	14	2	0	0	0	0	0	0	0	852

PM PEAK HOUR	3:15 PM
PM PEAK VOLUME	191

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

TOTAL: AM+PM	5	1,190	173	1	31	4	0	0	0	0	0	0	0	1,318
% OF TOTAL	0.4%	90.3%	13.1%	0.1%	2.4%	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

A101021

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AlmTD LLC, tel: 714.253.7888 cs@almtd.com

DATE: Tuesday, January 23, 2024 CITY#: Dana Point

JOB #: 3C1336 CLASS7 Camino Capistrano between Pallisades Dr and Calle Del Sol

AM TIME	COMBINED														TOTAL
	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
0:15	0	1	0	0	0	0	0	0	0	0	0	0	0		1
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0
0:45	0	3	0	0	0	0	0	0	0	0	0	0	0		3
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0
1:30	0	2	1	0	0	0	0	0	0	0	0	0	0		3
1:45	0	2	0	0	0	0	0	0	0	0	0	0	0		2
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0
2:45	0	2	0	0	0	0	0	0	0	0	0	0	0		2
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0		1
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0		2
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0
4:45	0	5	0	0	0	0	0	0	0	0	0	0	0		5
5:00	0	7	0	0	0	0	0	0	0	0	0	0	0		7
5:15	0	1	0	0	0	0	0	0	0	0	0	0	0		1
5:30	0	1	0	0	0	0	0	0	0	0	0	0	0		1
5:45	0	7	0	0	0	0	0	0	0	0	0	0	0		7
6:00	0	8	0	0	0	0	0	0	0	0	0	0	0		8
6:15	0	7	0	0	0	0	0	0	0	0	0	0	0		7
6:30	0	4	3	0	0	0	0	0	0	0	0	0	0		8
6:45	0	10	4	0	1	0	0	0	0	0	0	0	0		15
7:00	0	10	1	1	0	1	0	0	0	0	0	0	0		13
7:15	0	12	5	0	0	0	0	0	0	0	0	0	0		17
7:30	0	14	9	0	0	1	0	0	0	0	0	0	0		24
7:45	0	19	7	0	1	0	0	0	0	0	0	0	0		27
8:00	0	29	9	0	1	0	0	0	0	0	0	0	0		39
8:15	0	27	5	0	2	0	0	0	0	0	0	0	0		34
8:30	1	35	9	0	3	1	0	0	0	0	0	0	0		49
8:45	0	31	8	0	2	0	0	0	0	0	0	0	0		41
9:00	0	31	7	0	0	0	0	0	0	0	0	0	0		38
9:15	0	37	13	0	1	0	0	0	0	0	0	0	0		51
9:30	0	31	5	0	2	0	0	0	0	0	0	0	0		37
9:45	0	28	10	0	1	0	0	0	0	0	0	0	0		39
10:00	0	38	11	0	4	1	0	0	0	0	0	0	0		54
10:15	0	44	4	0	1	1	0	0	0	0	0	0	0		50
10:30	0	43	3	0	1	0	0	0	0	0	0	0	0		47
10:45	0	47	5	0	2	0	0	0	0	0	0	0	0		54
11:00	0	43	3	0	4	0	0	0	0	0	0	0	0		50
11:15	0	38	14	0	3	0	0	0	0	0	0	0	0		55
11:30	1	49	3	0	3	0	0	0	0	0	0	0	0		57
11:45	0	46	7	0	1	0	0	0	0	0	0	0	0		54
TOTAL	3	769	137	1	35	5	0	0	0	0	0	0	0		949

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	207

PM Time	COMBINED														TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00	0	41	4	0	1	1	0	0	0	0	0	0	0		46
12:15	0	47	7	0	4	1	0	0	0	0	0	0	0		59
12:30	1	43	9	0	0	0	0	0	0	0	0	0	0		53
12:45	1	52	8	0	0	0	0	0	0	0	0	0	0		61
13:00	0	56	6	0	1	0	0	0	0	0	0	0	0		63
13:15	0	48	6	0	2	0	0	0	0	0	0	0	0		56
13:30	0	58	9	0	3	3	0	0	0	0	0	0	0		73
13:45	0	56	6	0	1	0	0	0	0	0	0	0	0		63
14:00	0	46	1	0	2	0	0	0	0	0	0	0	0		49
14:15	0	48	2	0	1	0	0	0	0	0	0	0	0		51
14:30	0	46	6	0	4	0	0	0	0	0	0	0	0		56
14:45	0	67	6	0	3	1	0	0	0	0	0	0	0		77
15:00	0	55	7	0	0	0	0	0	0	0	0	0	0		62
15:15	1	46	8	0	1	0	0	0	0	0	0	0	0		56
15:30	2	56	12	0	2	0	0	0	0	0	0	0	0		72
15:45	0	55	5	0	2	0	0	0	0	0	0	0	0		62
16:00	0	55	6	2	1	0	0	0	0	0	0	0	0		64
16:15	0	48	12	0	1	0	0	0	0	0	0	0	0		62
16:30	1	55	5	0	3	0	0	0	0	0	0	0	0		64
16:45	0	58	7	0	1	0	0	0	0	0	0	0	0		66
17:00	0	56	6	0	0	0	0	0	0	0	0	0	0		64
17:15	0	57	10	0	0	0	0	0	0	0	0	0	0		67
17:30	0	51	3	0	0	0	0	0	0	0	0	0	0		54
17:45	0	48	1	0	0	0	0	0	0	0	0	0	0		49
18:00	1	22	2	0	0	0	0	0	0	0	0	0	0		25
18:15	0	37	1	0	0	0	0	0	0	0	0	0	0		40
18:30	0	35	1	0	0	0	0	0	0	0	0	0	0		36
18:45	0	28	0	0	0	0	0	0	0	0	0	0	0		28
19:00	1	16	1	0	0	0	0	0	0	0	0	0	0		18
19:15	0	22	2	0	0	0	0	0	0	0	0	0	0		24
19:30	0	14	0	0	0	0	0	0	0	0	0	0	0		14
19:45	0	16	0	0	0	0	0	0	0	0	0	0	0		16
20:00	0	13	1	0	0	0	0	0	0	0	0	0	0		17
20:15	1	12	1	0	0	0	0	0	0	0	0	0	0		13
20:30	1	9	1	0	0	0	0	0	0	0	0	0	0		11
20:45	0	5	0	0	0	0	0	0	0	0	0	0	0		5
21:00	0	12	0	0	0	0	0	0	0	0	0	0	0		12
21:15	1	8	3	0	0	0	0	0	0	0	0	0	0		12
21:30	0	4	0	0	0	0	0	0	0	0	0	0	0		4
21:45	0	5	0	0	0	0	0	0	0	0	0	0	0		5
22:00	1	7	2	0	0	0	0	0	0	0	0	0	0		10
22:15	0	4	2	0	0	0	0	0	0	0	0	0	0		6
22:30	0	2	1	0	0	0	0	0	0	0	0	0	0		3
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0		1
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0		4
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0		1
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0		1
TOTAL	12	1,458	171	2	33	4	0	0	0	0	0	0	0		1,680

PM PEAK HOUR	3:30 PM
PM PEAK VOLUME	369

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	94	2,226	308	2	70	9	0	0	0	0	0	0	0		2,638
% OF TOTAL	3.6%	84.4%	11.7%	0.1%	2.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		100.0%

A182423

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC, tel: 714.213.7888, re@aimtd.com

DATE: Tuesday, January 22, 2024

CITY #: Base Point

JOB #: 9C4186

CLASS4 Golden Lantern between Shopping Center Way and Del Prado Ave

AM	NORTHBOUND													
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
0:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2
3:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	1	0	1	0	0	0	0	0	0	0	0	0	3
5:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
5:30	0	2	0	0	2	0	0	0	0	0	0	0	0	4
5:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1
6:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
6:15	0	4	0	0	0	1	0	0	0	0	0	0	0	5
6:30	0	5	2	1	0	0	0	0	0	0	0	0	0	8
6:45	0	11	1	0	1	0	0	0	0	0	0	0	0	13
7:00	0	18	4	0	0	0	0	0	0	0	0	0	0	22
7:15	0	16	4	1	0	1	0	0	0	0	0	0	0	22
7:30	1	12	6	0	1	0	0	0	0	0	0	0	0	20
7:45	0	15	4	0	0	0	0	0	0	0	0	0	0	19
8:00	0	10	4	1	0	0	0	0	0	0	0	0	0	15
8:15	0	20	8	0	0	1	0	0	0	0	0	0	0	27
8:30	0	25	4	0	1	1	0	0	1	0	0	0	0	32
8:45	0	39	9	1	2	1	0	0	0	0	0	0	0	52
9:00	0	30	7	0	1	0	0	0	0	0	0	0	0	38
9:15	0	32	8	0	0	0	0	0	0	0	0	0	0	40
9:30	0	43	4	1	1	0	0	0	0	0	0	0	0	49
9:45	0	55	11	0	2	1	0	0	0	0	0	0	0	69
10:00	0	47	5	0	2	0	0	0	0	0	0	0	0	54
10:15	0	40	4	1	0	0	0	0	0	0	0	0	0	45
10:30	0	39	4	0	1	0	0	0	0	0	0	0	0	44
10:45	0	63	4	0	3	0	0	0	0	0	0	0	0	70
11:00	0	55	9	1	3	0	0	0	0	0	0	0	0	68
11:15	0	56	12	1	0	0	0	0	0	0	0	0	0	69
11:30	0	61	9	0	0	0	0	0	0	0	0	0	0	70
11:45	0	78	10	1	0	0	0	0	0	0	0	0	0	89
TOTAL	1	809	142	11	23	7	0	0	1	0	0	0	0	1,003

PM	NORTHBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	68	15	0	2	0	0	0	0	0	0	0	0	85
12:15	0	46	2	0	1	0	0	0	0	0	0	0	0	53
12:30	1	56	6	1	2	0	0	0	0	0	0	0	0	66
12:45	0	64	6	0	2	0	0	0	0	0	0	0	0	72
13:00	0	77	10	0	1	0	0	0	0	0	0	0	0	88
13:15	0	69	17	1	1	0	0	0	0	0	0	0	0	88
13:30	1	60	8	0	0	0	0	0	0	0	0	0	0	69
13:45	0	56	6	0	0	0	0	0	0	0	0	0	0	62
14:00	0	63	9	1	2	0	0	0	0	0	0	0	0	75
14:15	0	69	9	0	1	0	0	0	0	0	0	0	0	79
14:30	0	66	6	0	0	0	0	0	0	0	0	0	0	72
14:45	0	78	9	1	0	0	0	0	0	0	0	0	0	82
15:00	1	80	9	0	0	0	0	0	0	0	0	0	0	90
15:15	1	69	7	0	2	0	0	0	0	0	0	0	0	80
15:30	0	74	13	2	2	0	0	0	0	0	0	0	0	91
15:45	0	80	10	0	1	0	0	0	0	0	0	0	0	91
16:00	3	65	10	0	1	0	0	0	0	0	0	0	0	79
16:15	0	68	6	1	1	0	0	0	0	0	0	0	0	76
16:30	0	59	11	0	0	1	0	0	0	0	0	0	0	71
16:45	1	87	4	0	0	0	0	0	0	0	0	0	0	93
17:00	1	102	8	0	1	0	0	0	0	0	0	0	0	112
17:15	1	84	9	1	0	0	0	0	0	0	0	0	0	95
17:30	0	83	5	0	0	0	0	0	0	0	0	0	0	88
17:45	0	93	9	1	0	0	0	0	0	0	0	0	0	103
18:00	0	97	5	0	0	1	0	0	0	0	0	0	0	103
18:15	0	68	5	0	0	1	0	0	0	0	0	0	0	74
18:30	0	42	10	1	1	0	0	0	0	0	0	0	0	54
18:45	0	31	3	0	1	0	0	0	0	0	0	0	0	35
19:00	0	37	5	0	0	0	0	0	0	0	0	0	0	42
19:15	0	35	2	1	1	0	0	0	0	0	0	0	0	39
19:30	0	33	5	0	0	0	0	0	0	0	0	0	0	38
19:45	0	25	3	0	0	0	0	0	0	0	0	0	0	30
20:00	0	29	7	0	0	0	0	0	0	0	0	0	0	36
20:15	0	30	3	1	0	0	0	0	0	0	0	0	0	34
20:30	0	20	2	0	0	0	0	0	0	0	0	0	0	22
20:45	0	16	0	0	0	0	0	0	0	0	0	0	0	16
21:00	1	15	5	1	0	0	0	0	0	0	0	0	0	22
21:15	0	18	3	0	0	0	0	0	0	0	0	0	0	21
21:30	0	12	2	0	0	0	0	0	0	0	0	0	0	14
21:45	0	11	2	0	0	0	0	0	0	0	0	0	0	13
22:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
22:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8
22:30	0	8	2	0	1	0	0	0	0	0	0	0	0	11
22:45	0	2	1	0	1	0	0	0	0	0	0	0	0	4
23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
23:15	0	12	0	0	0	0	0	0	0	0	0	0	0	12
23:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
TOTAL	10	2,170	265	12	25	2	0	0	0	0	0	0	0	2,484

AM PEAK HOUR			10:45 AM
AM PEAK VOLUME			277
PM PEAK HOUR			4:45 PM
PM PEAK VOLUME			391

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	460	24	50	9	0	0	1	0	0	0	0	3,488
% OF TOTAL	0.3%	85.7%	13.2%	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	21	5,093	817	65	108	17	0	0	4	0	0	0	0	6,096
% OF TOTAL	0.3%	83.5%	13.4%	1.1%	1.8%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

A182423

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC, tel: 714 252 7080 co@aimtd.com

DATE: Tuesday, January 23, 2024
JOB #: 1824308

CITY# Dana Point
CLASS# Golden Lantern between Shopping Center Drive and Del Prado Ave

AM TIME	SOUTHBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	1	0	0	0	0	0	1
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
5:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
5:30	0	10	1	0	2	0	0	0	0	0	0	0	0	13
5:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11
6:00	0	9	1	0	1	0	0	0	0	0	0	0	0	11
6:15	0	10	0	1	0	0	0	0	0	0	0	0	0	11
6:30	0	10	2	1	0	1	0	0	0	0	0	0	0	14
6:45	0	19	5	0	0	0	0	0	0	0	0	0	0	24
7:00	0	35	7	1	0	0	0	0	0	0	0	0	0	43
7:15	0	25	2	0	2	0	0	0	0	0	0	0	0	29
7:30	1	21	4	1	1	0	0	0	0	0	0	0	0	28
7:45	0	43	13	1	0	0	0	1	0	0	0	0	0	60
8:00	0	35	8	1	0	0	0	0	0	0	0	0	0	44
8:15	0	36	8	0	1	0	0	0	0	0	0	0	0	45
8:30	0	44	12	1	2	1	0	0	0	0	0	0	0	60
8:45	0	39	10	1	3	0	0	1	0	0	0	0	0	54
9:00	0	58	12	1	1	0	0	0	0	0	0	0	0	72
9:15	0	66	6	1	1	0	0	0	0	0	0	0	0	76
9:30	0	57	9	1	1	0	0	0	0	0	0	0	0	68
9:45	0	47	16	0	1	0	0	0	0	0	0	0	0	64
10:00	0	65	2	2	1	0	0	0	0	0	0	0	0	70
10:15	0	57	5	0	2	0	0	0	0	0	0	0	0	64
10:30	0	59	8	0	1	0	0	0	0	0	0	0	0	68
10:45	0	45	7	1	2	0	0	0	0	0	0	0	0	55
11:00	1	61	7	0	1	0	0	0	0	0	0	0	0	70
11:15	0	45	13	2	2	0	0	0	1	0	0	0	0	64
11:30	0	59	11	1	2	1	0	0	0	0	0	0	0	74
11:45	0	62	11	0	0	0	0	0	0	0	0	0	0	76
TOTAL	2	1,664	306	17	28	3	0	2	2	0	0	0	0	1,925

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	284

PM Time	NORTHBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	73	7	1	0	0	0	0	0	0	0	0	0	81
12:15	0	57	10	1	0	0	0	0	0	0	0	0	0	68
12:30	0	57	4	0	2	0	0	0	0	0	0	0	0	63
12:45	0	72	4	0	2	0	0	0	0	0	0	0	0	78
13:00	1	76	13	2	1	0	0	0	0	0	0	0	0	93
13:15	1	69	6	0	1	0	0	0	0	0	0	0	0	77
13:30	0	47	6	0	1	0	0	0	0	0	0	0	0	54
13:45	0	72	13	0	0	0	0	0	0	0	0	0	0	87
14:00	0	76	12	1	0	0	0	0	0	0	0	0	0	89
14:15	0	64	6	0	1	0	0	0	0	0	0	0	0	71
14:30	0	68	6	2	1	0	0	0	0	0	0	0	0	77
14:45	0	63	3	0	0	0	0	0	0	0	0	0	0	66
15:00	2	63	7	1	2	0	0	0	0	0	0	0	0	77
15:15	2	52	4	0	1	0	0	0	0	0	0	0	0	59
15:30	0	75	13	1	0	0	0	0	0	0	0	0	0	89
15:45	0	82	7	0	2	0	0	0	0	0	0	0	0	91
16:00	0	82	12	1	2	0	0	0	0	0	0	0	0	97
16:15	0	82	9	1	2	0	0	0	0	0	0	0	0	94
16:30	0	79	6	2	1	0	0	0	0	0	0	0	0	88
16:45	0	78	6	1	0	0	0	0	0	0	0	0	0	85
17:00	0	66	12	0	0	0	0	0	0	0	0	0	0	77
17:15	0	53	9	1	0	0	0	0	0	0	0	0	0	63
17:30	0	62	6	0	0	0	0	0	0	0	0	0	0	68
17:45	0	43	3	1	0	0	0	0	0	0	0	0	0	47
18:00	1	29	4	1	0	0	0	0	0	0	0	0	0	35
18:15	0	35	4	0	0	0	0	0	0	0	0	0	0	39
18:30	1	32	6	1	1	0	0	0	0	0	0	0	0	40
18:45	0	28	1	0	0	0	0	0	0	0	0	0	0	30
19:00	2	30	7	2	0	0	0	0	0	0	0	0	0	41
19:15	0	25	1	0	1	0	0	0	0	0	0	0	0	27
19:30	0	27	1	0	0	0	0	0	0	0	0	0	0	28
19:45	0	28	1	1	0	0	0	0	0	0	0	0	0	30
20:00	0	15	2	0	0	0	0	0	0	0	0	0	0	17
20:15	0	23	3	0	0	0	0	0	0	0	0	0	0	26
20:30	0	13	1	1	0	0	0	0	0	0	0	0	0	15
20:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9
21:00	0	10	1	1	0	0	0	0	0	1	0	0	0	13
21:15	0	14	0	1	0	0	0	0	0	0	0	0	0	15
21:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
21:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
22:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
22:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8
22:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
22:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
TOTAL	10	2,027	220	24	22	0	0	0	1	0	0	0	0	2,304

PM PEAK HOUR	3:30 PM
PM PEAK VOLUME	371

TOTAL: AM+PM	17	3,691	526	41	50	3	0	2	3	0	0	0	0	4,229
% OF TOTAL	0.4%	87.3%	12.4%	1.0%	1.2%	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

CLASS 1	Class 1 — Motorcycles	CLASS 8	4 to 7 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 6 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		

A101021

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 #: 3C1336 CLASSY Dalton Lantern Ashmon Shopping Center Drive and Del Prado Ave

AM	COMBINED														PM	COMBINED													
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	1	1	0	0	0	0	0	0	0	0	0	0	2	12:00	0	142	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	11	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	11	1	1	0	0	0	0	0	0	0	0	176
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:45	0	106	10	0	0	0	0	0	0	0	0	0	0	116
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:00	1	102	20	2	2	0	0	0	0	0	0	0	0	131
1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:15	1	148	23	1	2	0	0	0	0	0	0	0	0	175
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	123
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	113	15	0	1	0	0	0	0	0	0	0	0	129
2:30	0	0	0	0	0	0	0	1	0	0	0	0	0	1	14:30	0	124	12	2	1	0	0	0	0	0	0	0	0	139
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:45	0	101	7	1	0	0	0	0	0	0	0	0	0	109
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:00	3	123	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	113	11	0	1	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	202	37	0	3	0	0	0	0	0	0	0	0	242
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	20	1	1	0	0	0	0	0	0	0	0	178
4:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4	16:30	0	139	17	0	1	0	0	0	0	0	0	0	0	157
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:45	1	162	15	1	0	0	0	0	0	0	0	0	0	179
5:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2	17:00	1	162	21	0	1	0	0	0	0	0	0	0	0	185
5:15	0	2	3	0	0	0	0	0	0	0	0	0	0	5	17:15	1	137	16	1	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	19	0	1	0	0	0	0	0	0	0	0	0	20	17:45	0	98	11	2	0	0	0	0	0	0	0	0	0	112
6:00	0	33	2	0	1	0	0	0	0	0	0	0	0	36	18:00	1	78	9	1	0	0	0	0	0	0	0	0	0	89
6:15	0	34	0	1	0	1	0	0	0	0	0	0	0	36	18:15	0	103	9	0	0	0	1	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	1	0	0	0	0	0	0	0	0	100
6:45	0	30	0	0	1	0	0	0	0	0	0	0	0	31	18:45	0	58	4	0	1	0	0	0	0	0	0	0	0	63
7:00	0	54	11	1	0	0	0	0	0	0	0	0	0	66	19:00	2	67	12	2	0	0	0	0	0	0	0	0	0	83
7:15	0	51	6	1	2	1	0	0	0	0	0	0	0	61	19:15	0	60	3	1	1	0	0	0	0	0	0	0	0	66
7:30	1	33	10	1	2	0	0	0	0	0	0	0	0	47	19:30	0	58	6	0	0	0	0	0	0	0	0	0	0	64
7:45	0	60	17	1	0	0	1	0	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	38	4	0	0	0	0	0	0	0	0	0	0	42
8:15	0	69	14	0	1	1	0	0	1	0	0	0	0	86	20:15	0	52	6	1	0	0	0	0	0	0	0	0	0	60
8:30	0	69	16	1	2	0	0	0	1	0	0	0	0	90	20:30	0	35	3	1	0	0	0	0	0	0	0	0	0	39
8:45	0	77	16	2	3	2	0	1	0	0	0	0	0	101	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	1	0	0	0	0	0	43
9:15	0	99	16	1	1	0	0	0	0	0	0	0	0	118	21:15	0	32	3	1	0	0	0	0	0	0	0	0	0	36
9:30	0	93	13	2	2	0	0	0	0	0	0	0	0	112	21:30	0	20	2	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	87	7	2	3	0	0	0	0	0	0	0	0	104	22:00	0	18	1	1	0	0	0	0	0	0	0	0	0	20
10:15	0	109	4	1	4	0	0	0	0	0	0	0	0	117	22:15	0	13	0	0	0	0	0	0	0	0	0	0	0	13
10:30	0	93	12	0	2	0	0	0	0	0	0	0	0	107	22:30	0	16	3	0	1	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	130	10	1	4	0	0	0	0	0	0	0	0	146	23:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
11:15	0	101	15	0	1	0	0	1	0	0	0	0	0	118	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	22	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	1,863	327	28	53	10	0	3	3	0	0	0	0	2,318	TOTAL	20	4,297	685	57	47	2	0	3	1	0	0	0	0	5,109
								AM PEAK HOUR					11:00 AM											PM PEAK HOUR				3:30 PM
								AM PEAK VOLUME					369											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	6,288	812	85	100	12	3	3	4	1	0	0	0	7,098
% OF TOTAL	0.3%	88.6%	11.4%	1.2%	1.4%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

A182423

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC, tel: 714.213.7888, rs@aimtd.com

DATE: Tuesday, January 22, 2024

CITY#: Base Point

JOB #: SC4186

CLASS: Golden Lantern between La Cresta Dr and La Plaza

AM TIME	NORTHBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
0:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
0:30	1	5	0	0	0	0	0	0	0	0	0	0	0	6
0:45	0	7	1	0	0	0	0	0	0	0	0	0	0	9
1:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:45	0	4	0	0	1	0	0	0	0	0	0	0	0	5
2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15	0	5	0	0	0	0	0	0	3	0	0	0	0	8
4:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:45	0	12	0	0	1	0	0	0	0	0	0	0	0	13
5:00	0	6	0	1	0	0	0	0	0	0	0	0	0	7
5:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8
5:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9
5:45	0	22	1	0	0	0	0	0	1	0	0	0	0	23
6:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19
6:15	0	23	0	0	1	0	0	0	1	0	0	0	0	25
6:30	0	21	5	0	0	0	0	0	0	0	0	0	0	26
6:45	0	26	3	3	2	0	0	0	0	0	0	0	0	34
7:00	0	68	6	1	2	0	0	0	0	0	0	0	0	77
7:15	0	73	8	2	1	0	0	0	0	0	0	0	0	84
7:30	0	54	7	0	0	0	1	0	0	0	0	0	0	62
7:45	0	70	6	1	1	0	0	0	0	0	0	0	0	82
8:00	0	76	15	1	2	0	0	0	0	0	0	0	0	96
8:15	0	90	12	2	2	0	0	0	0	0	0	0	0	106
8:30	0	69	10	0	1	0	0	0	0	0	0	0	0	80
8:45	0	80	12	0	2	0	0	0	0	0	0	0	0	94
9:00	0	67	11	1	1	0	0	0	0	0	0	0	0	80
9:15	0	59	10	0	2	0	0	0	0	0	0	0	0	71
9:30	0	69	10	1	4	0	0	0	0	0	0	0	0	83
9:45	0	96	15	0	2	1	0	0	0	0	0	0	0	114
10:00	0	79	13	0	2	0	0	0	0	0	0	0	0	94
10:15	0	82	7	1	1	0	0	0	1	0	0	0	0	92
10:30	0	81	8	0	1	0	0	0	0	0	0	0	0	90
10:45	0	107	8	0	1	0	0	0	0	0	0	0	0	116
11:00	0	100	7	1	0	0	0	0	0	0	0	0	0	108
11:15	0	84	8	0	4	0	0	0	0	0	0	0	0	96
11:30	0	125	16	0	1	0	0	0	0	0	0	0	0	142
11:45	0	109	10	1	2	0	0	0	1	0	0	0	0	122
TOTAL	1	1,649	220	30	42	1	0	0	7	0	0	0	0	2,126

AM PEAK HOUR: 11:00 AM

AM PEAK VOLUME: 464

PM Time	NORTHBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	120	13	0	1	0	0	0	0	0	0	0	0	134
12:15	0	97	9	0	0	0	0	0	0	0	0	0	0	106
12:30	0	88	11	1	0	0	0	0	0	0	0	0	0	100
12:45	0	110	7	0	4	0	0	0	0	0	0	0	0	121
13:00	0	136	14	0	3	0	0	0	0	0	0	0	0	154
13:15	0	116	13	1	1	1	0	0	0	0	0	0	0	132
13:30	0	114	16	0	1	0	0	0	0	0	0	0	0	131
13:45	0	134	6	0	0	0	0	0	0	0	0	0	0	140
14:00	0	109	13	1	0	0	0	0	0	0	0	0	0	123
14:15	0	130	13	2	2	0	0	0	0	0	0	0	0	149
14:30	0	124	9	0	0	0	0	0	0	0	0	0	0	133
14:45	0	110	13	1	0	0	0	0	0	0	0	0	0	124
15:00	0	146	17	0	0	0	0	0	0	0	0	0	0	163
15:15	1	126	15	0	0	0	0	0	0	0	0	0	0	144
15:30	0	133	11	3	0	0	0	0	0	0	0	0	0	147
15:45	0	137	12	2	1	0	0	0	0	0	0	0	0	152
16:00	1	141	13	0	1	0	0	0	0	0	0	0	0	160
16:15	0	117	14	1	0	0	0	0	0	0	0	0	0	132
16:30	0	135	17	0	1	0	0	0	0	0	0	0	0	153
16:45	0	152	18	0	0	0	0	0	0	0	0	0	0	170
17:00	0	169	14	0	1	0	0	0	0	0	0	0	0	184
17:15	0	154	15	1	0	0	0	0	0	0	0	0	0	170
17:30	0	145	15	0	0	0	0	0	0	0	0	0	0	160
17:45	0	149	8	0	0	0	0	0	0	0	0	0	0	157
18:00	0	127	14	1	1	0	0	0	0	0	0	0	0	143
18:15	0	122	4	0	0	0	0	0	0	0	0	0	0	126
18:30	0	100	5	0	0	0	0	0	0	0	0	0	0	105
18:45	0	100	3	1	0	0	0	0	0	0	0	0	0	104
19:00	0	106	9	1	0	0	0	0	0	0	0	0	0	116
19:15	0	69	3	0	0	0	0	0	0	0	0	0	0	72
19:30	0	76	3	1	0	0	0	0	0	1	0	0	0	81
19:45	0	94	4	0	0	0	0	0	0	0	0	0	0	98
20:00	0	92	3	0	0	0	0	0	0	0	0	0	0	95
20:15	0	71	1	1	0	0	0	0	0	0	0	0	0	73
20:30	0	59	3	0	0	0	0	0	0	0	0	0	0	62
20:45	0	70	5	0	0	0	0	0	0	0	0	0	0	75
21:00	0	85	1	1	0	0	0	0	0	0	0	0	0	87
21:15	0	53	4	0	0	0	0	0	0	0	0	0	0	57
21:30	0	37	2	0	0	0	0	0	0	0	0	0	0	39
21:45	0	39	4	0	0	0	0	0	0	0	0	0	0	43
22:00	0	25	0	0	0	0	0	0	0	0	0	0	0	25
22:15	0	33	2	0	0	0	0	0	0	0	0	0	0	35
22:30	0	21	3	0	0	0	0	0	0	0	0	0	0	24
22:45	0	20	2	0	0	0	0	0	0	0	0	0	0	22
23:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
23:15	0	18	1	0	0	0	0	0	0	0	0	0	0	19
23:30	0	17	1	0	0	0	0	0	0	0	0	0	0	18
23:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
TOTAL	2	4,947	382	19	19	1	0	0	1	0	0	0	0	5,371

PM PEAK HOUR: 4:15 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		

	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
TOTAL: AM+PM	3	6,291	598	25	61	2	0	0	0	0	0	0	0	6,999
% OF TOTAL	0.0%	89.9%	8.5%	0.4%	0.9%	0.0%	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	12,455	1,357	57	115	17	0	0	10	0	0	0	0	14,026
% OF TOTAL	0.1%	88.8%	9.7%	0.4%	0.8%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

A182423

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC, tel: 714 252 7080 co@aimtd.com

DATE: Tuesday, January 23, 2024
JOB #: 1924398

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

AM TIME	SOUTHBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	1	0	0	0	0	1
2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	2	0	1	0	0	0	0	0	0	0	0	0	3
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10
4:45	0	10	1	0	1	0	0	0	0	0	0	0	0	11
5:00	0	14	2	0	0	0	0	0	1	0	0	0	0	17
5:15	0	18	4	0	0	0	0	0	0	0	0	0	0	22
5:30	0	21	13	0	2	0	0	0	0	0	0	0	0	36
5:45	0	10	11	0	0	0	0	0	0	0	0	0	0	30
6:00	0	21	12	0	0	0	0	0	0	0	0	0	0	33
6:15	0	26	6	1	0	0	0	0	0	0	0	0	0	33
6:30	0	38	4	0	0	1	0	0	0	0	0	0	0	43
6:45	0	53	9	0	0	1	0	0	0	0	0	0	0	63
7:00	0	66	9	1	1	0	0	0	0	0	0	0	0	77
7:15	0	76	20	0	0	0	0	0	0	0	0	0	0	96
7:30	1	96	13	0	1	0	0	0	0	0	0	0	0	111
7:45	0	100	28	1	2	1	0	0	0	0	0	0	0	131
8:00	0	135	11	0	0	0	0	0	0	0	0	0	0	146
8:15	0	96	15	0	2	1	0	0	0	0	0	0	0	114
8:30	0	121	18	0	1	0	0	0	0	0	0	0	0	140
8:45	0	110	18	1	1	0	0	0	0	0	0	0	0	130
9:00	0	112	10	0	2	1	0	0	0	0	0	0	0	125
9:15	0	87	14	1	5	1	0	0	0	0	0	0	0	108
9:30	0	90	9	0	2	0	0	0	0	0	0	0	0	101
9:45	0	103	11	0	0	0	0	0	0	0	0	0	0	121
10:00	0	92	9	1	2	0	0	0	0	0	0	0	0	104
10:15	0	92	10	0	0	0	0	0	0	0	0	0	0	102
10:30	0	96	13	0	4	0	0	0	0	0	0	0	0	113
10:45	0	99	28	1	1	0	0	0	0	0	0	0	0	129
11:00	1	98	13	0	1	0	0	0	0	0	0	0	0	113
11:15	0	104	14	0	4	0	0	0	0	0	0	0	0	122
11:30	0	122	10	1	2	0	0	0	0	0	0	0	0	135
11:45	0	104	9	0	3	0	0	0	0	0	0	0	0	116
TOTAL	2	2,200	341	9	42	7	0	0	2	0	0	0	0	2,711

AM PEAK HOUR	7:45 AM
AM PEAK VOLUME	531

PM Time	NORTHBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	130	20	0	0	0	0	0	0	0	0	0	0	150
12:15	0	110	10	0	4	0	0	0	0	0	0	0	0	124
12:30	0	108	11	0	0	0	0	0	0	0	0	0	0	119
12:45	0	123	14	0	4	0	0	0	0	0	0	0	0	141
13:00	1	138	18	1	2	0	0	0	0	0	0	0	0	160
13:15	0	95	12	0	0	0	0	0	0	0	0	0	0	106
13:30	0	113	11	0	2	0	0	0	0	0	0	0	0	126
13:45	0	110	13	0	3	0	0	0	0	0	0	0	0	126
14:00	0	125	9	1	2	0	0	0	0	0	0	0	0	137
14:15	1	114	9	0	4	0	0	0	0	0	0	0	0	128
14:30	0	108	12	1	1	0	0	0	0	0	0	0	0	122
14:45	1	119	16	0	2	0	0	0	0	0	0	0	0	138
15:00	0	117	11	0	0	0	0	0	0	0	0	0	0	128
15:15	0	114	8	0	1	0	0	0	0	0	0	0	0	123
15:30	0	149	14	1	0	0	0	0	0	0	0	0	0	164
15:45	0	152	18	0	0	0	0	0	0	0	0	0	0	170
16:00	2	162	18	1	2	0	0	0	0	0	0	0	0	185
16:15	0	130	11	0	0	0	0	0	0	0	0	0	0	141
16:30	0	138	15	0	0	0	0	0	0	0	0	0	0	153
16:45	0	142	13	1	1	0	0	0	0	0	0	0	0	157
17:00	0	111	14	0	0	0	0	0	0	0	0	0	0	125
17:15	0	103	13	0	1	0	0	0	0	0	0	0	0	117
17:30	0	124	10	0	0	0	0	0	0	0	0	0	0	134
17:45	0	107	9	1	0	1	0	0	0	0	0	0	0	118
18:00	0	101	6	0	0	0	0	0	0	0	0	0	0	107
18:15	0	79	15	1	0	0	0	0	0	0	0	0	0	95
18:30	0	79	6	0	1	0	0	0	0	0	0	0	0	86
18:45	0	80	3	0	0	0	0	0	0	0	0	0	0	83
19:00	0	61	5	1	1	0	0	0	0	0	0	0	0	68
19:15	0	71	6	0	0	0	0	0	0	0	0	0	0	79
19:30	0	45	6	0	0	0	0	0	0	0	0	0	0	49
19:45	0	44	4	1	0	0	0	0	0	0	0	0	0	49
20:00	0	32	4	0	0	0	0	0	0	0	0	0	0	36
20:15	0	34	5	0	0	0	0	0	0	0	0	0	0	37
20:30	0	33	5	1	0	0	0	0	0	0	0	0	0	41
20:45	0	38	6	0	0	0	0	0	0	0	0	0	0	34
21:00	0	38	3	1	0	0	0	0	0	0	0	0	0	42
21:15	0	29	7	0	0	0	0	0	0	0	0	0	0	36
21:30	0	26	3	0	0	0	0	0	0	0	0	0	0	29
21:45	0	29	1	0	0	0	0	0	0	0	0	0	0	30
22:00	0	25	2	1	0	0	0	0	0	1	0	0	0	29
22:15	0	12	4	0	0	0	0	0	0	0	0	0	0	16
22:30	0	22	4	0	1	0	0	0	0	0	0	0	0	27
22:45	0	11	1	0	0	0	0	0	0	0	0	0	0	12
23:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
23:15	0	3	2	0	0	0	0	0	0	0	0	0	0	7
23:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
23:45	0	11	2	0	0	0	0	0	0	0	0	0	0	13
TOTAL	5	2,816	408	13	32	1	0	0	1	0	0	0	0	4,226

PM PEAK HOUR	3:30 PM
PM PEAK VOLUME	660

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

TOTAL: AM+PM	7	6,164	749	22	74	8	0	0	3	0	0	0	0	7,027
% OF TOTAL	0.1%	87.7%	10.7%	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

A101021

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 #: 3C1336 CLASS1 Golden Lantern between La Cresta Dr and La Plata

AM	COMBINED														PM	COMBINED													
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	9	0	0	0	0	0	0	0	0	0	0	0	9	12:00	0	258	23	8	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	20	8	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	1	0	0	0	0	0	0	0	0	222
0:45	0	12	2	0	0	0	0	0	0	0	0	0	0	12	12:45	0	233	23	8	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	30	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	9	0	0	0	0	0	0	0	0	0	0	0	9	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	219	21	0	1	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	234	22	3	2	0	0	0	0	0	0	0	0	261
2:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:15	1	244	24	1	1	0	0	0	0	0	0	0	0	277
2:30	0	2	0	0	0	0	0	1	0	0	0	0	0	3	14:30	0	212	21	1	1	0	0	0	0	0	0	0	0	235
2:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:45	1	229	20	1	2	0	0	0	0	0	0	0	0	252
3:00	0	4	0	1	1	0	0	0	0	0	0	0	0	6	15:00	0	253	26	0	0	0	0	0	0	0	0	0	0	279
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:15	1	240	33	0	1	0	0	0	0	0	0	0	0	307
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	299	30	2	1	0	0	0	0	0	0	0	0	332
4:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	16:00	0	307	31	1	1	0	0	0	0	0	0	0	0	340
4:15	0	11	0	0	0	0	0	0	3	0	0	0	0	14	16:15	0	247	23	1	0	0	0	0	0	0	0	0	0	271
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	35	1	1	0	0	0	0	0	0	0	0	327
5:00	0	30	1	1	0	0	0	1	0	0	0	0	0	33	17:00	0	362	36	0	1	0	0	0	0	0	0	0	0	411
5:15	0	35	3	0	0	0	0	0	0	0	0	0	0	38	17:15	0	257	26	1	1	0	0	0	0	0	0	0	0	285
5:30	0	30	12	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	1	0	0	0	0	0	55	17:45	0	251	27	1	0	1	0	0	0	0	0	0	0	279
6:00	0	71	17	0	0	0	0	0	0	0	0	0	0	91	18:00	0	228	20	0	1	1	0	0	0	0	0	0	0	250
6:15	0	49	6	1	1	0	0	1	0	0	0	0	0	58	18:15	0	201	19	1	0	0	0	0	0	0	0	0	0	221
6:30	0	39	9	0	0	1	0	0	0	0	0	0	0	69	18:30	0	186	13	0	1	0	0	0	0	0	0	0	0	202
6:45	0	78	14	3	2	1	0	0	0	0	0	0	0	98	18:45	0	188	8	1	0	0	0	0	0	0	0	0	0	199
7:00	0	134	19	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	159	26	4	1	0	0	0	0	0	0	0	0	191	19:30	0	119	9	1	0	0	0	0	0	1	0	0	0	130
7:45	0	170	28	7	4	3	0	0	0	0	0	0	0	213	19:45	0	108	8	1	0	0	0	0	0	0	0	0	0	117
8:00	0	213	20	1	2	0	0	0	0	0	0	0	0	240	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	109	4	1	0	0	0	0	0	0	0	0	0	114
8:30	0	188	36	0	7	0	0	0	0	0	0	0	0	238	20:30	0	94	6	1	0	0	0	0	0	0	0	0	0	101
8:45	0	180	28	1	2	0	0	0	0	0	0	0	0	211	20:45	0	98	11	0	0	0	0	0	0	0	0	0	0	109
9:00	0	179	23	1	3	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	29	1	7	1	0	0	0	0	0	0	0	184	21:15	0	82	11	0	0	0	0	0	0	0	0	0	0	93
9:30	0	138	18	1	6	0	0	0	0	0	0	0	0	163	21:30	0	64	5	0	0	0	0	0	0	0	0	0	0	69
9:45	0	161	20	0	5	1	0	0	0	0	0	0	0	187	21:45	0	68	5	0	0	0	0	0	0	0	0	0	0	73
10:00	0	171	22	1	2	0	0	0	0	0	0	0	0	196	22:00	0	54	2	1	0	0	0	1	0	0	0	0	0	58
10:15	0	174	17	1	2	0	0	1	0	0	0	0	0	195	22:15	0	45	4	0	0	0	0	0	0	0	0	0	0	49
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	32	3	0	0	0	0	0	0	0	0	0	0	34
11:00	1	186	30	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	37	0	0	0	0	0	0	0	0	0	0	225	23:15	0	23	1	0	0	0	0	0	0	0	0	0	0	24
11:30	0	247	26	1	3	0	0	0	0	0	0	0	0	277	23:30	0	15	2	0	0	0	0	0	0	0	0	0	0	17
11:45	0	222	19	1	5	0	0	1	0	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	89	9	0	0	0	0	0	0	0	4,835	TOTAL	7	8,303	980	32	31	2	0	0	0	0	0	0	0	9,355
								AM PEAK HOUR						11:00 AM								PM PEAK HOUR					3:30 PM
								AM PEAK VOLUME						904								PM PEAK VOLUME					1,776

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	1,537	57	120	11	0	0	0	11	0	0	0	0	14,030
% OF TOTAL	0.1%	88.7%	11%	0.4%	0.9%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

11025

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AlexTD LLC tel. 714.353.7888 ed@alextd.com

DATE: Thursday, June 26, 2025 **CITY:** Dana Point

JOB #: DC5470 **LOCATION:** CLASS5 Dana Point Harbor Dr between Golden Lantern and Park Lantern

AM	EASTBOUND							PM	EASTBOUND						
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	116	5	0	0	0	2	123
0:15	1	0	0	0	0	0	1	12:15	116	6	0	0	0	0	122
0:30	1	0	0	0	0	0	1	12:30	126	1	1	0	1	2	131
0:45	1	0	0	0	0	0	1	12:45	115	3	0	0	0	0	118
1:00	1	0	0	0	0	0	1	13:00	107	3	0	1	0	1	112
1:15	1	1	0	0	0	0	2	13:15	142	6	0	0	0	2	150
1:30	1	0	0	0	0	0	1	13:30	119	6	1	1	0	2	129
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	133	3	3	0	0	2	141
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	116	2	0	1	0	1	120
3:15	3	0	0	0	0	0	3	15:15	93	3	0	0	0	1	96
3:30	3	0	0	1	0	0	4	15:30	139	11	1	0	0	0	140
3:45	0	0	0	0	0	0	0	15:45	152	4	0	0	0	1	157
4:00	3	0	0	0	0	0	3	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	1	0	1	153
4:45	4	0	0	0	0	0	4	16:45	129	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	8	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	9	3	1	1	0	0	13	18:15	113	3	0	0	0	1	118
6:30	16	1	0	0	0	0	17	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	108	1	0	0	0	1	110
7:30	34	8	0	1	0	0	43	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	48	4	0	1	0	0	53	20:00	107	2	0	0	0	1	110
8:15	58	5	0	0	0	0	63	20:15	111	2	0	0	0	1	114
8:30	67	5	0	0	0	0	72	20:30	76	2	0	0	1	0	79
8:45	105	7	0	0	0	0	112	20:45	80	4	0	0	0	1	85
9:00	214	18	0	1	1	1	235	21:00	58	6	0	1	0	1	66
9:15	106	5	0	1	0	1	114	21:15	57	0	0	0	0	0	57
9:30	81	8	1	1	0	1	92	21:30	63	0	0	0	0	0	63
9:45	80	7	1	0	0	0	87	21:45	79	0	0	0	0	0	79
10:00	73	6	0	0	0	0	79	22:00	25	2	0	0	0	0	27
10:15	79	7	0	0	0	1	87	22:15	27	0	0	0	0	0	27
10:30	96	8	0	1	0	0	105	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	140	7	0	0	0	0	146	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	20	2	6	1,991	TOTAL	6,691	131	6	7	2	38	6,875

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	631

PM PEAK HOUR	3:45 PM
PM PEAK VOLUME	603

		TOTAL EASTBOUND	8,707	260	37	27	9	39	7,051
CLASS 1	PASSENGER VEHICLES	% OF TOTAL	93.1%	3.7%	0.2%	0.3%	0.1%	0.6%	100.0%
CLASS 2	2-AXLE TRUCKS								
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL ALL	13,517	469	29	40	7	121	14,231
CLASS 6	Buses	% OF TOTAL	95.1%	3.3%	0.2%	0.3%	0.0%	0.9%	100.0%

11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by Alert1D LLC tel. 714 253 ABIK (a@alert1d.com)

DATE: Thursday, June 26, 2025
JOB #: 9C0472

CITY: Dana Point
LOCATION: CL#025 Dana Point Harbor Dr between Golden Lantern and Park Lantern

AM TIME	WESTBOUND 1	2	3	4	5	6	TOTAL
0:00	7	0	0	0	0	0	7
0:15	2	0	0	0	0	0	2
0:30	2	0	0	0	0	0	2
0:45	1	0	0	0	0	0	1
1:00	2	0	0	0	0	0	2
1:15	3	0	0	0	0	0	3
1:30	2	0	0	0	0	0	2
1:45	2	0	0	0	0	0	2
2:00	0	0	0	0	0	0	0
2:15	1	0	0	0	0	0	1
2:30	0	1	0	0	0	0	1
2:45	1	0	0	0	0	0	1
3:00	1	1	0	0	0	0	2
3:15	2	0	0	1	0	0	3
3:30	2	0	0	0	0	0	3
3:45	13	0	0	0	0	0	13
4:00	3	1	0	0	0	0	4
4:15	9	1	0	0	0	0	10
4:30	17	1	0	0	0	0	18
4:45	17	2	0	0	0	1	21
5:00	17	0	0	0	1	0	18
5:15	24	1	0	0	0	0	25
5:30	24	1	1	0	0	0	26
5:45	27	1	0	1	0	1	30
6:00	24	5	0	0	0	1	30
6:15	40	6	0	1	0	0	47
6:30	45	6	2	0	0	0	53
6:45	70	4	0	0	0	0	74
7:00	56	13	0	0	0	1	70
7:15	76	3	0	1	0	0	80
7:30	61	9	0	1	0	0	71
7:45	112	5	0	1	0	1	120
8:00	102	3	0	0	0	0	105
8:15	137	9	0	0	0	0	146
8:30	140	8	0	0	0	0	148
8:45	143	7	1	1	0	0	152
9:00	153	8	0	3	0	1	165
9:15	96	2	0	0	0	1	101
9:30	113	6	1	0	0	1	123
9:45	104	4	0	0	0	0	108
10:00	100	6	0	0	0	3	109
10:15	126	8	0	1	0	1	136
10:30	113	4	1	2	0	0	120
10:45	138	1	0	0	0	1	141
11:00	129	6	0	1	0	0	136
11:15	113	7	0	1	0	1	122
11:30	142	5	0	0	0	1	148
11:45	129	3	1	0	0	3	136
TOTAL	2,670	140	7	15	1	18	2,852

AM PEAK HOUR	8:15 AM
AM PEAK VOLUME	634

PM Time	WESTBOUND 1	2	3	4	5	6	TOTAL
12:00	151	3	1	0	0	1	158
12:15	151	3	0	2	0	2	158
12:30	132	3	0	0	0	3	140
12:45	155	3	0	1	0	3	162
13:00	121	3	1	0	0	2	126
13:15	120	4	0	2	0	1	124
13:30	110	4	0	1	0	1	116
13:45	109	3	0	0	0	2	114
14:00	106	7	1	0	0	0	114
14:15	100	7	0	0	0	2	109
14:30	117	3	0	1	0	1	120
14:45	103	2	0	0	0	1	106
15:00	98	2	0	0	0	2	102
15:15	112	6	1	0	0	1	120
15:30	131	4	0	0	0	2	137
15:45	141	3	0	0	0	1	147
16:00	161	2	0	0	0	2	165
16:15	137	3	0	0	0	0	140
16:30	138	3	0	0	0	3	144
16:45	120	2	0	0	0	2	124
17:00	141	3	0	1	0	1	146
17:15	125	3	0	0	0	2	130
17:30	121	3	0	0	0	1	127
17:45	122	0	0	0	0	2	124
18:00	103	1	0	0	0	1	105
18:15	116	1	0	0	0	2	119
18:30	111	0	0	0	0	2	113
18:45	93	1	1	0	0	1	96
19:00	75	0	0	0	0	2	77
19:15	63	3	0	0	0	0	66
19:30	77	1	0	0	0	3	80
19:45	54	2	0	0	0	1	57
20:00	61	0	0	0	0	1	62
20:15	38	0	0	0	0	1	39
20:30	41	0	0	0	0	2	43
20:45	36	0	0	0	0	2	38
21:00	31	0	0	0	0	1	32
21:15	25	0	0	0	1	1	27
21:30	28	0	0	0	0	0	28
21:45	23	1	0	0	1	1	26
22:00	16	1	0	0	0	0	17
22:15	19	0	0	0	0	0	19
22:30	12	0	0	0	0	0	12
22:45	10	0	0	0	0	0	10
23:00	16	0	0	0	0	0	16
23:15	9	1	0	0	0	0	10
23:30	8	0	0	0	0	0	8
23:45	8	1	0	0	0	0	9
TOTAL	4,194	97	5	8	1	61	4,362

PM PEAK HOUR	12:00 PM
PM PEAK VOLUME	618

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	BUS

	1	2	3	4	5	6	TOTAL
TOTAL AM+PM	6,810	237	12	23	3	79	7,164
% OF TOTAL	95.1%	3.3%	0.2%	0.3%	0.0%	1.1%	100.0%

11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by: Arrid LLC tel. 714 250 7668 cs@arrid.com

DATE: Thursday, June 26, 2025
JOB #: 9C5472
CITY: Dana Point
LOCATION: CLR/DS 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	263	6	1	0	1	5	277
0:45	7	0	0	0	0	0	7	12:45	279	6	0	1	0	3	288
1:00	6	0	0	0	0	0	6	13:00	238	6	1	1	0	4	248
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	5	0	3	248
1:45	3	0	0	0	0	0	3	13:45	294	17	0	0	0	3	332
2:00	8	0	0	0	0	0	8	14:00	259	10	1	0	0	3	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	253	8	0	0	0	2	263
3:00	3	1	0	0	0	0	4	15:00	326	9	0	1	0	3	341
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	266	15	1	0	0	2	288
3:45	15	0	0	0	0	0	15	15:45	293	0	0	0	0	2	304
4:00	5	1	0	0	0	0	6	16:00	312	9	0	0	0	3	329
4:15	10	1	0	0	0	0	11	16:15	284	6	0	1	0	5	302
4:30	18	3	0	0	0	0	21	16:30	303	5	0	0	0	4	312
4:45	21	3	0	0	0	1	25	16:45	298	5	0	0	0	3	297
5:00	22	9	0	0	1	0	33	17:00	275	6	1	1	0	5	288
5:15	35	1	0	0	0	0	36	17:15	258	4	0	0	0	3	266
5:30	33	3	1	0	0	0	38	17:30	240	6	0	0	0	3	252
5:45	38	1	2	1	0	1	42	17:45	234	2	1	0	0	3	238
6:00	42	7	0	0	0	1	50	18:00	218	1	0	0	0	2	213
6:15	48	9	1	0	0	0	58	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	98	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	183	5	0	0	0	1	188
7:30	97	11	0	2	0	0	114	19:30	196	4	0	0	0	3	203
7:45	158	15	0	1	0	1	178	19:45	170	3	0	0	0	2	174
8:00	197	7	0	1	0	0	205	20:00	168	2	0	0	0	2	172
8:15	213	14	0	0	0	0	227	20:15	150	3	0	0	0	2	154
8:30	238	11	0	0	0	0	249	20:30	117	3	0	0	1	2	123
8:45	246	14	1	1	0	0	262	20:45	116	4	0	0	0	3	123
9:00	277	18	0	0	1	2	302	21:00	89	0	0	1	0	2	92
9:15	204	7	0	2	0	2	215	21:15	92	0	0	0	1	3	96
9:30	204	10	2	1	0	2	215	21:30	113	0	0	0	0	0	113
9:45	182	7	1	0	0	0	195	21:45	84	1	0	0	1	1	87
10:00	171	12	0	0	0	3	186	22:00	71	3	0	0	0	0	74
10:15	207	15	0	1	0	2	225	22:15	46	0	0	0	0	0	46
10:30	208	12	1	0	0	0	221	22:30	36	0	0	0	0	0	36
10:45	247	5	1	0	0	1	254	22:45	24	0	0	0	0	0	24
11:00	247	12	1	1	0	0	261	23:00	40	0	0	0	0	0	40
11:15	217	13	0	1	0	1	272	23:15	25	3	0	0	0	0	28
11:30	263	12	0	0	0	1	276	23:30	18	0	0	0	0	0	18
11:45	248	8	1	0	0	0	257	23:45	16	2	0	0	0	0	18
TOTAL	5,502	374	15	25	3	24	5,943	TOTAL	5,815	225	15	25	4	98	6,372

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	1,353

PM PEAK HOUR	2:45 PM
PM PEAK VOLUME	1,737

CLASS 1	PASSENGER VEHICLES							
CLASS 2	2-AXLE TRUCKS							
CLASS 3	3-AXLE TRUCKS							
CLASS 4	4 OR MORE AXLE TRUCKS							
CLASS 5	RV							
CLASS 6	Buses							
TOTAL BREAKDOWN		11,317	599	39	49	7	121	14,733
% OF TOTAL		95.1%	5.7%	0.3%	0.3%	0.0%	0.8%	100.0%

A182423

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC, tel: 714.213.7888, rs@aimtd.com

DATE: Tuesday, January 22, 2024

CITY#: Base Point

JOB #: SC4186

CLASS13 Pacific Coast Hwy between Anaheim Lantern and El Encanto Ave

AM	EASTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
0:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
0:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
0:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6
2:45	0	4	2	0	0	0	0	0	0	0	0	0	0	6
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30	0	2	0	0	1	0	0	0	0	0	0	0	0	3
3:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:00	0	4	0	0	0	0	0	1	0	0	0	0	0	5
4:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
4:45	0	3	1	0	1	0	0	0	0	0	0	0	0	5
5:00	0	8	1	0	1	0	0	0	0	0	0	0	0	10
5:15	0	11	5	0	0	0	0	0	0	0	0	0	0	16
5:30	1	18	3	0	1	0	0	0	0	0	0	0	0	23
5:45	0	28	3	0	1	0	0	0	0	0	0	0	0	34
6:00	0	25	3	0	1	0	0	0	0	0	0	0	0	29
6:15	0	39	1	0	0	0	0	0	0	0	0	0	0	40
6:30	0	36	8	1	3	0	0	0	0	0	0	0	0	48
6:45	0	45	13	0	0	0	0	0	1	0	0	0	0	59
7:00	0	90	30	0	0	0	0	0	0	0	0	0	0	90
7:15	0	64	10	0	1	1	0	0	0	0	0	0	0	76
7:30	0	101	18	1	1	0	0	0	0	0	0	0	0	121
7:45	1	139	22	0	2	1	0	0	0	0	0	0	0	166
8:00	0	90	25	1	5	1	0	1	1	0	0	0	0	124
8:15	0	86	20	1	3	0	0	0	0	0	0	0	0	110
8:30	0	108	21	1	0	1	0	1	0	0	0	0	0	134
8:45	0	99	29	1	2	1	0	0	0	0	0	0	0	132
9:00	0	129	25	1	1	0	0	0	0	0	0	0	0	156
9:15	0	107	18	1	0	0	0	0	0	0	0	0	0	126
9:30	0	103	31	1	2	1	0	0	1	0	0	0	0	141
9:45	0	115	24	0	3	1	0	0	0	0	0	0	0	144
10:00	0	137	35	1	0	1	0	0	0	0	0	0	0	174
10:15	1	98	21	0	0	1	0	0	0	0	0	0	0	127
10:30	0	125	32	0	2	0	0	0	0	0	0	0	0	159
10:45	0	122	43	0	5	1	1	0	0	0	0	0	0	172
11:00	0	117	27	0	2	1	0	0	1	0	0	0	0	153
11:15	1	109	34	0	4	1	0	0	0	0	0	0	0	150
11:30	0	125	41	0	5	0	0	0	0	0	0	0	0	171
11:45	0	119	28	0	5	1	0	0	1	0	0	0	0	154
TOTAL	4	2,498	566	11	71	18	2	3	6	0	0	0	0	3,179

AM PEAK HOUR 10:45 AM

AM PEAK VOLUME 695

PM	EASTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	2	138	39	1	1	2	0	0	0	0	0	0	0	183
12:15	0	140	21	0	4	2	0	1	0	0	0	0	0	169
12:30	1	172	46	0	8	1	1	0	0	0	0	0	0	229
12:45	0	148	28	0	3	0	0	0	0	0	0	0	0	179
13:00	11	135	39	1	3	2	0	0	1	0	0	0	0	192
13:15	1	154	40	1	7	2	0	0	0	0	0	0	0	205
13:30	2	147	39	0	6	0	0	1	0	0	0	0	0	195
13:45	0	126	23	0	2	1	0	0	0	0	0	0	0	152
14:00	1	159	38	0	3	1	0	0	1	0	0	0	0	213
14:15	0	131	30	0	4	0	0	0	0	0	0	0	0	171
14:30	0	167	48	2	3	0	0	0	0	0	0	0	0	220
14:45	0	147	29	0	5	0	0	0	0	0	0	0	0	181
15:00	0	176	36	1	7	1	0	0	0	0	0	0	0	221
15:15	0	164	47	1	5	0	0	0	1	0	0	0	0	218
15:30	1	179	51	0	2	0	0	0	0	0	0	0	0	233
15:45	0	157	40	0	3	0	0	0	0	0	0	0	0	200
16:00	3	170	45	1	3	0	0	0	0	0	0	0	0	222
16:15	1	167	37	0	3	0	0	0	0	0	0	0	0	208
16:30	0	163	30	1	5	0	0	0	0	0	0	0	0	199
16:45	0	195	38	0	1	0	0	0	0	0	0	0	0	234
17:00	0	168	33	1	2	1	0	0	0	0	0	0	0	207
17:15	0	165	40	0	1	0	0	0	0	0	0	0	0	206
17:30	0	175	26	0	2	0	0	0	0	0	0	0	0	203
17:45	0	148	29	0	1	0	0	0	0	0	0	0	0	178
18:00	1	149	24	1	1	0	0	0	0	0	0	0	0	176
18:15	0	139	16	0	1	0	0	0	0	0	0	0	0	157
18:30	1	111	14	0	1	0	0	0	0	0	0	0	0	127
18:45	0	85	9	0	0	0	0	0	0	0	0	0	0	94
19:00	0	89	17	1	0	0	0	0	0	0	0	0	0	107
19:15	0	76	8	0	0	0	0	0	0	0	0	0	0	84
19:30	0	80	11	0	0	0	0	0	0	0	0	0	0	91
19:45	0	64	4	0	0	0	0	0	0	0	0	0	0	68
20:00	0	74	8	0	0	0	0	0	0	0	0	0	0	82
20:15	0	64	6	0	0	1	0	0	0	0	0	0	0	71
20:30	0	80	9	1	0	0	0	0	1	0	0	0	0	91
20:45	0	69	6	0	1	0	0	0	0	0	0	0	0	76
21:00	0	95	9	1	0	0	0	0	0	0	0	0	0	105
21:15	0	98	3	0	1	0	0	0	0	0	0	0	0	102
21:30	0	83	6	0	0	0	0	0	0	0	0	0	0	89
21:45	0	37	5	0	0	0	0	0	0	0	0	0	0	42
22:00	0	50	4	1	0	0	0	0	0	0	0	0	0	55
22:15	1	28	3	0	0	0	0	0	0	0	0	0	0	32
22:30	0	31	10	0	0	0	0	0	0	0	0	0	0	41
22:45	1	24	0	0	0	0	0	0	0	0	0	0	0	25
23:00	0	23	5	0	1	0	0	0	0	0	0	0	0	29
23:15	0	20	1	0	1	0	0	0	0	0	0	0	0	22
23:30	0	11	3	0	0	0	0	0	0	0	0	0	0	14
23:45	1	9	0	0	0	0	0	0	0	0	0	0	0	10
TOTAL	28	3,280	1,008	15	90	14	1	3	3	0	0	0	0	4,491

PM PEAK HOUR 2:15 PM

PM PEAK VOLUME 891

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

TOTAL: AM+PM	32	5,754	1,606	27	161	32	2	5	9	1	0	0	0	8,030
% OF TOTAL	0.4%	71.7%	20.0%	0.3%	2.0%	0.4%	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	17,556	3,049	56	378	65	12	0	18	0	0	0	0	21,386
% OF TOTAL	0.3%	82.1%	14.3%	0.3%	1.8%	0.3%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

A182423

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC, tel: 714 252 7080 co@aimtd.com

DATE: Tuesday, January 23, 2024
JOB #: 1824308

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

AM TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
0:15	0	6	3	0	0	0	0	0	0	0	0	0	0	10
0:30	0	3	0	0	0	0	0	0	0	0	0	0	0	5
0:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10
1:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
2:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:15	0	1	2	0	0	0	0	0	0	0	0	0	0	3
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:15	0	3	0	0	3	0	0	0	0	0	0	0	0	6
3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
4:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:45	0	14	4	0	1	1	0	0	0	0	0	0	0	20
5:00	0	11	4	1	1	0	0	0	0	0	0	0	0	17
5:15	0	11	5	0	1	0	0	0	0	0	0	0	0	19
5:30	0	40	9	0	2	0	0	0	0	0	0	0	0	51
5:45	0	16	9	0	3	0	0	0	0	0	0	0	0	30
6:00	0	27	15	1	0	1	0	0	1	0	0	0	0	55
6:15	0	66	23	0	1	0	0	0	0	0	0	0	0	90
6:30	0	70	27	0	2	1	0	0	0	0	0	0	0	101
6:45	0	134	11	0	7	0	0	0	0	0	0	0	0	152
7:00	0	117	46	1	6	4	1	0	0	0	0	0	0	177
7:15	0	157	68	1	6	1	0	0	0	0	0	0	0	233
7:30	0	169	77	0	7	1	0	0	0	0	0	0	0	254
7:45	0	130	68	0	5	1	1	0	0	0	0	0	0	226
8:00	0	157	65	1	6	2	0	0	0	0	0	0	0	229
8:15	1	143	51	0	10	1	1	0	1	0	0	0	0	208
8:30	0	154	51	0	6	0	0	0	0	0	0	0	0	213
8:45	0	155	58	0	6	0	1	0	2	0	0	0	0	222
9:00	0	137	56	1	5	0	1	0	0	0	0	0	0	194
9:15	0	154	44	2	10	0	0	0	1	0	0	0	0	211
9:30	0	136	42	0	2	0	1	0	0	0	0	0	0	181
9:45	0	126	38	0	7	2	0	0	2	0	0	0	0	176
10:00	0	129	46	2	8	0	0	0	0	0	0	0	0	185
10:15	1	141	26	1	7	0	0	0	1	0	0	0	0	177
10:30	0	159	44	0	2	0	1	0	0	0	0	0	0	206
10:45	2	170	35	1	6	0	0	0	0	0	0	0	0	214
11:00	1	134	47	0	7	1	2	1	0	0	0	0	0	193
11:15	0	148	43	1	2	0	0	0	0	0	0	0	0	194
11:30	0	181	51	1	6	1	1	0	1	0	0	0	0	241
11:45	0	163	34	0	3	0	0	2	0	0	0	0	0	202
TOTAL	5	3,542	1,128	15	145	18	10	3	8	0	0	0	0	4,867

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	946

PM Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	183	40	0	0	0	0	0	0	0	0	0	0	240
12:15	0	158	38	1	2	2	0	0	0	0	0	0	0	201
12:30	1	166	38	0	3	2	0	0	0	0	0	0	0	210
12:45	0	154	38	2	3	1	0	0	0	0	0	0	0	198
13:00	1	147	31	0	5	2	0	0	0	0	0	0	0	186
13:15	2	172	37	0	2	2	0	0	1	0	0	0	0	216
13:30	0	186	33	2	5	2	0	0	0	0	0	0	0	230
13:45	0	175	32	1	4	1	0	0	0	0	0	0	0	213
14:00	0	153	19	0	4	1	0	1	0	1	0	0	0	181
14:15	0	175	35	0	1	0	0	0	0	0	0	0	0	211
14:30	1	173	25	1	1	0	0	0	0	0	0	0	0	201
14:45	1	170	30	0	6	1	0	0	0	0	0	0	0	208
15:00	0	178	30	0	5	0	0	0	0	0	0	0	0	213
15:15	2	196	27	1	4	0	0	0	0	0	0	0	0	229
15:30	0	167	23	1	2	0	0	0	0	0	0	0	0	193
15:45	0	199	30	1	3	0	0	0	0	0	0	0	0	233
16:00	1	210	19	1	2	0	0	0	0	0	0	0	0	233
16:15	0	197	22	0	1	0	0	0	0	0	0	0	0	220
16:30	0	174	24	0	1	0	0	0	0	0	0	0	0	199
16:45	2	183	28	1	0	0	0	0	0	0	0	0	0	214
17:00	0	176	29	0	1	0	0	0	0	0	0	0	0	206
17:15	2	187	26	0	0	0	0	0	0	0	0	0	0	215
17:30	0	206	40	1	2	0	0	0	0	0	0	0	0	249
17:45	0	152	18	0	4	0	0	0	0	0	0	0	0	174
18:00	0	147	16	0	1	0	0	0	0	0	0	0	0	164
18:15	0	140	26	0	0	0	0	0	0	0	0	0	0	166
18:30	0	129	13	0	0	0	0	0	0	0	0	0	0	142
18:45	0	142	18	1	1	0	0	0	0	0	0	0	0	162
19:00	0	119	11	0	0	0	0	0	0	0	0	0	0	130
19:15	1	110	13	0	0	0	0	0	0	0	0	0	0	124
19:30	1	68	8	0	0	0	0	0	0	0	0	0	0	77
19:45	0	73	9	0	0	0	0	0	0	0	0	0	0	82
20:00	0	60	6	1	0	0	0	0	0	0	0	0	0	68
20:15	0	72	11	0	0	0	0	0	0	0	0	0	0	83
20:30	1	78	10	0	0	0	0	0	0	0	0	0	0	89
20:45	0	72	3	0	1	0	0	0	0	0	0	0	0	75
21:00	1	86	9	0	0	0	0	0	0	0	0	0	0	96
21:15	0	63	7	1	0	0	0	0	0	0	0	0	0	81
21:30	0	88	7	0	0	0	0	0	0	0	0	0	0	95
21:45	0	70	4	0	0	0	0	0	0	0	0	0	0	74
22:00	1	32	5	0	0	0	0	0	0	0	0	0	0	38
22:15	1	40	4	0	0	0	0	0	0	0	0	0	0	45
22:30	0	29	5	0	0	0	0	0	0	0	0	0	0	34
22:45	0	28	5	0	0	0	0	0	0	0	0	0	0	33
23:00	0	21	4	0	0	0	0	0	0	0	0	0	0	25
23:15	0	23	5	0	0	0	0	0	0	0	0	0	0	28
23:30	0	18	2	0	0	0	0	0	0	0	0	0	0	20
23:45	0	10	1	0	0	0	0	0	0	0	0	0	0	11
TOTAL	18	5,060	910	16	75	14	0	1	1	1	0	0	0	6,005

PM PEAK HOUR	3:15 PM
PM PEAK VOLUME	980

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, 6 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	8,602	2,038	31	218	32	10	4	9	1	0	0	0	10,972
% OF TOTAL	0.2%	78.4%	17.3%	0.3%	2.0%	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

A101021

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AlmTD LLC, tel: 714.253.7888 cs@almtd.com

DATE: Tuesday, January 23, 2024

CITY: Dana Point

JOB #: 3C1335

CLASS13 Pacific Coast Hwy between Amber Lantern and El Encanto Ave

AM	COMBINED													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	21	2	0	0	0	0	0	0	0	0	0	0	23
0:15	0	10	2	0	0	0	0	0	0	0	0	0	0	18
0:30	0	11	0	0	0	0	0	0	0	0	0	0	0	18
0:45	0	12	0	0	0	0	0	0	0	0	0	0	0	17
1:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
1:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:45	0	10	1	0	0	0	0	0	0	0	0	0	0	11
2:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6
2:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9
3:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:15	0	4	0	0	0	0	0	0	0	0	0	0	0	7
3:30	0	4	0	0	1	0	0	0	0	0	0	0	0	5
3:45	0	8	0	0	1	0	0	0	0	0	0	0	0	9
4:00	0	9	0	0	0	0	2	1	0	0	0	0	0	9
4:15	0	10	1	0	0	0	0	0	0	0	0	0	0	12
4:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13
4:45	0	17	5	0	0	2	1	0	0	0	0	0	0	25
5:00	0	19	5	1	0	0	0	0	0	0	0	0	0	27
5:15	0	24	10	0	1	0	0	0	0	0	0	0	0	35
5:30	1	50	12	0	3	0	0	0	0	0	0	0	0	74
5:45	0	56	14	0	3	0	0	0	0	0	0	0	0	73
6:00	0	62	16	1	3	1	0	0	1	0	0	0	0	84
6:15	0	105	22	0	1	0	0	0	0	0	0	0	0	128
6:30	0	106	35	1	6	1	0	0	0	0	0	0	0	149
6:45	0	159	44	0	7	0	0	0	1	0	0	0	0	211
7:00	0	167	55	1	9	4	1	0	0	0	0	0	0	237
7:15	0	221	78	1	8	4	0	0	0	0	0	0	0	313
7:30	0	242	95	1	6	1	0	0	0	0	0	0	0	375
7:45	1	269	81	0	7	3	1	0	0	0	0	0	0	350
8:00	0	247	60	2	6	9	0	1	1	0	0	0	0	333
8:15	1	231	73	1	13	1	1	0	1	0	0	0	0	328
8:30	0	268	76	1	8	1	0	1	0	0	0	0	0	347
8:45	0	284	86	1	8	1	1	0	2	0	0	0	0	385
9:00	0	261	73	2	8	0	1	0	0	0	0	0	0	345
9:15	0	261	62	7	10	0	0	0	1	0	0	0	0	337
9:30	0	243	73	1	4	1	1	0	1	0	0	0	0	324
9:45	0	271	54	0	10	4	0	0	1	0	0	0	0	340
10:00	0	265	74	4	10	1	0	0	0	0	0	0	0	355
10:15	1	242	56	1	13	1	0	0	1	0	0	0	0	315
10:30	0	264	76	0	5	0	1	0	0	0	0	0	0	346
10:45	2	252	78	1	11	1	1	0	0	0	0	0	0	366
11:00	1	251	78	0	9	2	2	1	1	0	0	0	0	345
11:15	1	287	77	3	6	1	0	0	0	0	0	0	0	378
11:30	0	306	92	1	11	1	1	0	1	0	0	0	0	413
11:45	0	302	73	0	8	2	0	2	1	0	0	0	0	388
TOTAL	9	6,900	1,898	77	305	77	21	5	24	0	0	0	0	8,306

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	1,373

PM	COMBINED													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	2	228	88	1	10	2	0	0	0	0	0	0	0	423
12:15	0	208	50	1	6	4	0	2	0	0	0	0	0	370
12:30	2	219	89	0	11	3	1	0	0	0	0	0	0	419
12:45	0	202	86	2	6	5	0	0	0	0	0	0	0	377
13:00	12	202	80	1	8	4	0	0	1	0	0	0	0	368
13:15	3	226	77	1	9	4	0	0	1	0	0	0	0	421
13:30	3	228	68	2	11	2	0	1	0	0	0	0	0	415
13:45	0	201	53	1	7	2	0	0	0	0	0	0	0	366
14:00	1	224	57	0	7	2	0	1	1	0	0	0	0	394
14:15	0	206	71	0	5	0	0	0	0	0	0	0	0	382
14:30	1	198	73	1	4	0	0	0	0	0	0	0	0	421
14:45	1	217	90	0	11	1	0	0	0	0	0	0	0	389
15:00	0	234	66	1	13	1	0	0	0	0	0	0	0	435
15:15	2	233	74	1	0	0	0	0	0	0	0	1	0	443
15:30	1	251	74	1	4	0	0	0	0	0	0	0	0	431
15:45	0	266	70	1	5	0	0	0	0	0	0	0	0	442
16:00	3	269	69	2	5	0	0	2	0	0	0	0	0	460
16:15	1	264	59	0	4	0	0	0	0	0	0	0	0	428
16:30	0	257	56	1	6	0	0	0	0	0	0	0	0	398
16:45	1	278	66	1	1	0	0	0	0	0	0	0	0	448
17:00	0	244	68	1	3	0	0	0	0	0	0	0	0	417
17:15	2	252	66	0	1	0	0	0	0	0	0	0	0	421
17:30	0	261	65	1	4	0	0	0	0	0	0	0	0	452
17:45	0	209	37	0	5	0	0	0	0	0	0	0	0	342
18:00	1	206	51	1	3	0	0	0	0	0	0	0	0	342
18:15	0	261	44	0	1	0	0	0	0	0	0	0	0	326
18:30	1	248	27	0	1	0	0	0	0	0	0	0	0	369
18:45	0	223	27	1	1	0	0	0	0	0	0	0	0	254
19:00	0	208	23	1	0	0	0	0	0	0	0	0	0	232
19:15	1	186	21	0	0	0	0	0	0	0	0	0	0	208
19:30	1	168	20	0	0	0	0	0	0	0	0	0	0	188
19:45	0	137	13	0	0	0	0	0	0	0	0	0	0	150
20:00	0	135	14	1	0	0	0	0	0	0	0	0	0	150
20:15	0	134	17	0	0	1	0	0	0	0	0	0	0	154
20:30	1	158	10	1	0	0	0	0	1	0	0	0	0	171
20:45	0	141	8	0	2	0	0	0	0	0	0	0	0	151
21:00	1	111	16	1	0	0	0	0	0	0	0	0	0	129
21:15	0	111	12	1	1	0	0	0	0	0	0	0	0	125
21:30	0	102	8	0	0	0	0	0	0	0	0	0	0	110
21:45	0	98	6	0	0	0	0	0	0	0	0	0	0	96
22:00	1	82	9	1	0	0	0	0	0	0	0	0	0	93
22:15	0	73	9	0	0	0	0	0	0	0	0	0	0	82
22:30	0	68	11	0	0	0	0	0	0	0	0	0	0	79
22:45	1	52	5	0	0	0	0	0	0	0	0	0	0	58
23:00	0	44	9	0	1	0	0	0	0	0	0	0	0	54
23:15	0	43	6	0	1	0	0	0	0	0	0	0	0	50
23:30	0	29	3	0	0	0	0	0	0	0	0	0	0	34
23:45	1	19	1	0	0	0	0	0	0	0	0	0	0	21
TOTAL	47	11,256	1,956	32	187	28	1	4	5	0	0	0	0	13,550

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

TOTAL: AM+PM	56	17,156	3,844	78	378	65	12	4	29	0	0	0	0	21,786
% OF TOTAL	1.3%	80.3%	17.9%	0.3%	1.8%	0.3%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

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		

11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by KimTD LLC: tel. 714 252 7646 us@kimtd.com

DATE: Thursday, June 26, 2025 CITY: Dana Point

JOB #: SCS472 LOCATION: CL032 Golden Lantern between Toro Vista and Camino Del Avion

AM Time	NORTHBOUND 1	2	3	4	5	6	TOTAL	PM Time	NORTHBOUND 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	6	0	0	0	0	0	6	12:15	155	5	0	1	1	5	167
0:30	4	0	0	0	0	0	4	12:30	132	3	0	0	0	1	136
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	143	3	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	169	4	0	1	0	1	175
1:45	3	0	0	0	0	0	3	13:45	140	7	0	1	0	1	151
2:00	7	0	0	0	0	0	7	14:00	148	6	1	1	0	3	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	133	4	1	0	0	1	139
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	171	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	156	6	0	0	0	0	162
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	136	2	0	0	0	1	139
5:45	20	1	0	1	0	0	22	17:45	150	1	0	0	0	1	158
6:00	22	5	0	0	0	1	28	18:00	159	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	31	3	0	0	0	1	35	18:30	169	0	0	0	0	1	170
6:45	30	7	1	1	0	0	39	18:45	134	0	0	0	0	1	135
7:00	47	6	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	3	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	96	0	0	1	0	1	98
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	96	0	0	1	0	1	98
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	83	1	0	0	0	0	86
9:30	106	3	0	0	0	2	111	21:30	53	0	0	0	0	0	53
9:45	127	33	1	0	0	2	135	21:45	89	1	0	0	0	0	90
10:00	104	4	1	0	0	1	110	22:00	98	0	0	0	0	0	98
10:15	132	9	0	0	0	0	142	22:15	43	1	0	0	0	0	45
10:30	113	4	1	0	0	2	120	22:30	43	0	0	0	0	0	43
10:45	122	1	1	2	0	0	126	22:45	32	0	0	0	0	0	32
11:00	117	3	1	0	0	0	122	23:00	31	0	0	0	0	0	33
11:15	137	5	1	0	0	1	144	23:15	37	0	0	0	0	0	37
11:30	127	6	0	1	1	0	135	23:30	37	0	0	0	0	0	37
11:45	130	6	1	0	0	0	137	23:45	30	0	0	0	0	0	33
TOTAL	2,450	132	17	10	1	23	2,687	TOTAL	5,626	116	7	11	3	39	5,821

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	509

PM PEAK HOUR	3:45 PM
PM PEAK VOLUME	709

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	9,076	228	20	21	7	62	9,420
CLASS 2	2-AXLE TRUCKS	% OF TOTAL:	96.4%	2.7%	0.2%	0.2%	0.1%	1.3%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	15,946	420	30	33	4	129	17,470
CLASS 6	Buses	% OF TOTAL:	91.3%	2.4%	0.2%	0.2%	0.0%	0.7%	100.0%

11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AlexTD LLC tel. 714 253 7084 (w@alextd.com)

DATE: Thursday, June 26, 2025
JOB #: SC2472

CITY: Dana Point
LOCATION: CL#252 Golden Lantern between Terra Vista and Camino Del Avion

AM TIME	NORTHBOUND 1	2	3	4	5	6	TOTAL	PM Time	SOUTHBOUND 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	146	0	1	1	0	3	151
0:45	7	0	0	0	0	0	7	12:45	184	7	0	0	0	5	192
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	162	3	0	0	0	0	165
1:30	4	0	0	0	0	0	4	13:30	141	3	1	0	0	3	148
1:45	3	0	0	0	0	0	3	13:45	145	1	0	0	0	0	150
2:00	6	0	0	0	0	0	6	14:00	123	4	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	3	1	0	0	1	146
3:15	3	0	0	0	0	0	3	15:15	167	4	0	1	0	0	172
3:30	4	0	0	0	0	0	4	15:30	173	2	0	0	0	0	177
3:45	8	0	0	0	0	0	8	15:45	208	1	0	0	0	1	209
4:00	6	0	0	0	0	0	6	16:00	172	3	0	0	0	0	177
4:15	11	0	0	0	0	0	11	16:15	145	0	0	0	0	0	149
4:30	3	2	0	0	0	0	5	16:30	159	0	0	3	0	2	194
4:45	17	0	0	0	0	0	17	16:45	155	1	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	153	2	0	0	0	1	156
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	1	0	0	0	1	108
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	126	6	0	0	0	0	132	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	6	0	0	0	1	134	21:45	61	1	0	0	0	1	63
10:00	134	1	0	0	0	0	135	22:00	86	0	0	0	0	0	86
10:15	132	6	2	1	0	1	142	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	2,801	98	12	4	0	21	2,816	TOTAL	5,869	94	4	22	1	26	6,014

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	825

PM PEAK HOUR	3:15 PM
PM PEAK VOLUME	750

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	BUS

TOTAL AM+PM	8,770	192	16	14	1	47	8,840	
% OF TOTAL	97.0%	2.1%	0.2%	0.2%	0.0%	0.5%	100.0%	

11/3/25

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by: Alta ITS, L.L.C. tel. 714 753 7888 ct@alta-its.com

DATE: Thursday, June 26, 2025 **CITY:** Dana Point

JOB #: SCS403 **LOCATION:** CLASS2 Golden Lantern between Tiara Vista and Camino Del Avero

AM	CLASSIFIED						
TIME	1	2	3	4	5	6	TOTAL
0:00	17	0	0	0	0	0	17
0:15	13	0	0	0	0	0	13
0:30	18	0	0	0	0	0	18
0:45	11	0	0	0	0	0	11
1:00	8	0	0	1	0	0	9
1:15	6	0	0	0	0	0	6
1:30	6	0	0	0	0	0	6
1:45	6	0	0	0	0	0	6
2:00	13	0	0	0	0	0	13
2:15	4	0	0	0	0	0	4
2:30	3	0	0	0	0	0	3
2:45	5	1	0	0	0	0	6
3:00	5	0	0	0	0	0	5
3:15	4	0	0	0	0	0	4
3:30	5	0	0	0	0	0	5
3:45	8	0	0	0	0	0	8
4:00	9	1	0	0	0	0	10
4:15	12	0	0	0	0	0	12
4:30	14	1	0	0	0	0	15
4:45	14	1	0	0	0	0	15
5:00	19	1	0	2	0	0	22
5:15	20	1	0	0	0	1	22
5:30	33	2	0	1	0	0	36
5:45	45	2	1	1	0	0	49
6:00	52	5	1	0	0	2	60
6:15	60	3	0	1	0	0	64
6:30	60	3	1	1	0	1	66
6:45	117	7	2	1	0	2	129
7:00	109	3	0	0	0	2	114
7:15	133	7	2	1	0	1	144
7:30	177	3	2	0	0	3	185
7:45	213	9	2	0	0	1	225
8:00	214	8	0	1	0	1	244
8:15	197	6	0	0	0	1	204
8:30	237	11	0	0	0	0	248
8:45	291	10	1	0	0	3	305
9:00	213	14	0	0	0	0	227
9:15	217	6	1	0	0	3	227
9:30	223	6	1	0	0	2	232
9:45	249	10	1	0	0	2	271
10:00	248	5	1	0	0	1	259
10:15	265	15	3	1	0	1	284
10:30	261	10	1	0	0	3	275
10:45	272	8	1	2	0	0	283
11:00	260	12	1	0	0	1	274
11:15	272	7	2	0	0	0	282
11:30	275	13	0	1	1	1	291
11:45	284	8	1	0	0	0	293
TOTAL	5,717	218	26	15	1	44	5,625

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	1,161

PM	CLASSIFIED						
TIME	1	2	3	4	5	6	TOTAL
12:00	293	5	0	0	0	4	301
12:15	717	7	0	1	1	8	752
12:30	272	11	1	1	0	4	288
12:45	316	11	0	1	0	7	335
13:00	319	10	0	0	0	1	330
13:15	337	6	0	0	0	5	348
13:30	298	6	1	1	0	3	308
13:45	267	12	0	1	0	1	301
14:00	272	15	1	1	0	2	291
14:15	282	8	0	3	0	3	299
14:30	264	8	0	2	0	5	278
14:45	282	8	1	1	0	2	294
15:00	318	5	2	0	0	5	332
15:15	336	12	0	1	0	8	348
15:30	327	5	1	0	0	1	334
15:45	375	7	0	0	0	4	386
16:00	335	10	0	1	0	2	348
16:15	345	6	0	0	0	8	359
16:30	368	7	1	3	0	5	378
16:45	328	4	0	0	1	1	334
17:00	348	4	1	1	1	1	356
17:15	343	5	0	0	0	2	350
17:30	307	4	0	0	0	2	313
17:45	348	3	0	0	0	1	352
18:00	326	6	0	0	0	3	335
18:15	236	5	1	0	0	1	247
18:30	344	6	0	0	0	1	351
18:45	282	3	0	0	0	3	288
19:00	244	3	1	1	0	1	250
19:15	258	3	0	0	0	1	263
19:30	217	5	0	0	0	3	225
19:45	216	3	0	1	0	1	223
20:00	718	3	0	0	0	1	722
20:15	203	3	0	0	0	1	206
20:30	172	3	0	0	0	3	178
20:45	150	5	0	2	0	2	157
21:00	162	6	0	0	0	4	166
21:15	163	4	0	0	0	8	172
21:30	128	8	0	0	0	8	128
21:45	110	3	0	0	0	2	113
22:00	102	6	0	0	0	6	102
22:15	93	3	0	0	0	8	82
22:30	78	3	0	0	0	8	78
22:45	52	0	0	0	0	8	52
23:00	57	0	0	0	0	8	57
23:15	47	0	0	0	0	8	47
23:30	34	0	0	0	0	8	34
23:45	27	0	0	0	0	8	22
TOTAL	11,315	310	31	21	3	165	11,875

PM PEAK HOUR	3:45 PM
PM PEAK VOLUME	1,402

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

TOTAL AM+PM	16,946	420	26	15	4	120	17,470
% OF TOTAL	96.9%	2.4%	0.2%	0.1%	0.0%	0.7%	100.0%

11025

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AlexTD LLC tel. 714.353.7888 ed@alextd.com

DATE: Thursday, June 26, 2025 CITY: Dana Point

JOB #: DC5472 LOCATION: CA/074 Pacific Coast Hwy between Crystal Lantern and 2nd Olympic St

AM	EASTBOUND							PM	EASTBOUND						
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	26	2	0	0	0	0	28	12:00	305	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	17	2	0	0	0	0	19	12:30	306	16	5	1	0	1	329
0:45	13	0	0	0	0	0	13	12:45	308	17	3	1	0	1	330
1:00	11	0	0	0	0	0	11	13:00	304	20	0	2	0	2	328
1:15	7	1	0	0	0	0	8	13:15	274	16	0	1	0	3	294
1:30	9	0	0	0	0	0	9	13:30	268	17	3	0	0	1	288
1:45	7	0	0	0	0	0	7	13:45	268	20	1	1	0	3	293
2:00	10	3	0	0	0	0	13	14:00	297	14	3	3	0	2	319
2:15	9	0	0	0	0	0	9	14:15	278	22	2	1	0	1	304
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	5	0	2	311
3:00	8	0	0	0	0	0	8	15:00	278	27	1	0	0	1	307
3:15	2	1	0	0	0	0	3	15:15	297	24	1	0	0	3	325
3:30	12	0	0	0	0	0	12	15:30	325	31	3	2	0	3	363
3:45	7	0	0	0	0	0	10	15:45	338	30	1	1	0	1	372
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	330	24	2	0	0	2	358
4:30	13	2	0	0	0	0	17	16:30	338	24	0	1	0	2	365
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	46	5	1	0	0	0	52	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	48	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	288	14	0	0	0	1	304
6:15	60	3	0	1	0	0	65	18:15	317	7	0	0	0	4	328
6:30	108	4	0	0	0	1	114	18:30	257	5	0	1	0	2	265
6:45	140	7	0	0	0	0	148	18:45	234	3	0	0	0	1	238
7:00	129	11	0	0	0	1	141	19:00	265	4	0	0	0	3	272
7:15	149	10	1	0	0	1	160	19:15	222	8	0	0	0	3	233
7:30	211	18	1	0	0	2	232	19:30	185	4	0	0	0	1	188
7:45	221	14	2	2	0	1	240	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	1	0	0	244	20:15	155	3	0	0	0	2	160
8:30	246	17	1	1	0	2	268	20:30	170	2	0	0	0	3	175
8:45	265	14	1	1	0	0	282	20:45	200	5	0	1	0	2	213
9:00	340	19	1	1	0	0	361	21:00	184	7	0	0	0	0	191
9:15	318	20	1	1	0	1	342	21:15	194	4	0	0	0	2	200
9:30	359	24	1	3	0	1	377	21:30	153	4	0	0	0	0	157
9:45	232	20	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	112	5	0	1	0	1	122
10:15	240	18	1	0	0	1	261	22:15	98	6	0	0	0	1	105
10:30	265	18	1	1	0	0	285	22:30	81	4	0	0	0	0	85
10:45	335	17	2	1	0	1	346	22:45	86	2	0	0	0	0	88
11:00	372	14	1	0	0	0	387	23:00	99	3	0	0	0	0	102
11:15	367	18	1	1	0	1	388	23:15	68	3	0	0	0	0	68
11:30	378	16	4	0	0	1	399	23:30	44	3	0	1	0	0	48
11:45	304	24	0	0	0	0	328	23:45	40	2	0	0	0	0	42
TOTAL	5,909	405	28	25	0	27	6,394	TOTAL	11,901	980	31	27	0	81	13,219

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	1,802

PM PEAK HOUR	3:30 PM
PM PEAK VOLUME	1,410

		TOTAL EASTBOUND						
CLASS 1	PASSENGER VEHICLES	17,810	1385	99	52	0	108	19,293
CLASS 2	2-AXLE TRUCKS	% OF TOTAL						
CLASS 3	3-AXLE TRUCKS							
CLASS 4	4 OR MORE AXLE TRUCKS							
CLASS 5	RV	TOTAL ALL	26,965	2,288	174	127	1	134	29,289
CLASS 6	Buses	% OF TOTAL						

11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by Alert1D LLC tel. 714 253 ABIE (a@alert1d.com)

DATE: Thursday, June 26, 2025
JOB #: 9C0472

CITY: Dana Point
LOCATION: CL0054 Pacific Coast Hwy between Crystal Lantern and Del Obispo St

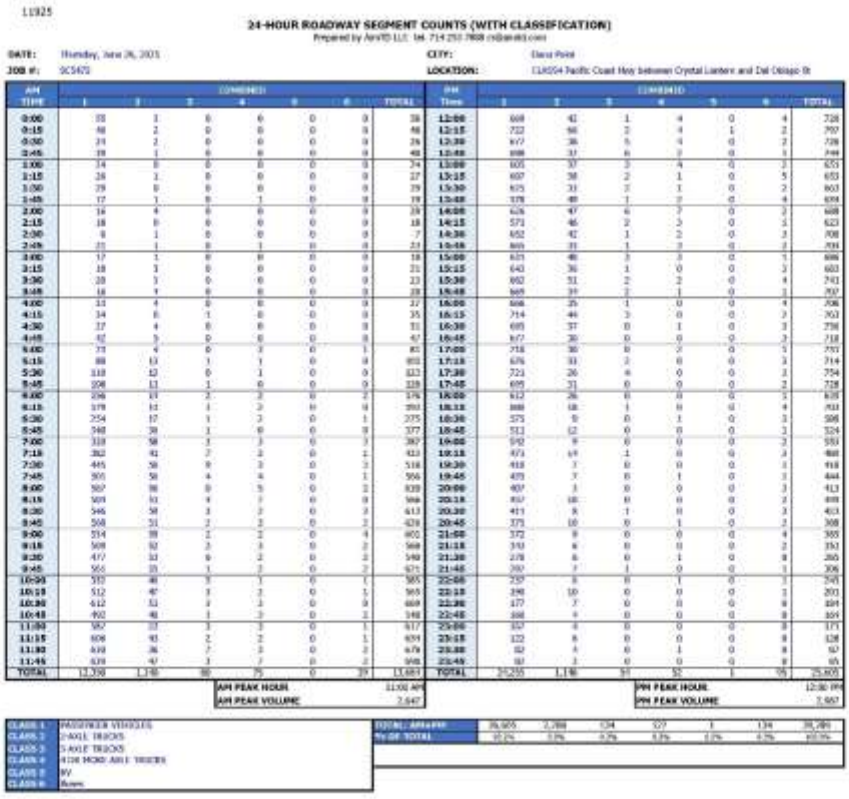
AM TIME	WESTBOUND 1	2	3	4	5	6	TOTAL
0:00	28	1	0	0	0	0	30
0:15	20	0	0	0	0	0	20
0:30	12	1	0	0	0	0	13
0:45	24	1	0	0	0	0	25
1:00	13	0	0	0	0	0	13
1:15	19	0	0	0	0	0	19
1:30	21	0	0	0	0	0	21
1:45	10	1	0	1	0	0	12
2:00	6	1	0	0	0	0	7
2:15	12	0	0	0	0	0	12
2:30	2	1	0	0	0	0	3
2:45	10	1	0	0	0	0	11
3:00	11	1	0	0	0	0	12
3:15	11	2	0	0	0	0	13
3:30	8	3	0	0	0	0	11
3:45	9	1	0	0	0	0	10
4:00	11	3	0	0	0	0	14
4:15	13	0	0	0	0	0	13
4:30	12	2	0	0	0	0	14
4:45	19	3	0	0	0	0	22
5:00	27	6	0	2	0	1	40
5:15	47	8	0	1	0	0	56
5:30	55	4	0	1	0	0	60
5:45	59	8	1	0	0	0	68
6:00	78	8	2	2	0	1	91
6:15	87	9	1	1	0	0	98
6:30	145	13	1	2	0	0	161
6:45	199	14	1	6	0	0	220
7:00	191	47	3	3	0	2	246
7:15	239	26	4	2	0	0	272
7:30	334	42	4	3	0	1	386
7:45	378	42	2	2	0	0	424
8:00	337	42	0	3	0	1	383
8:15	275	37	4	4	0	0	320
8:30	300	42	2	1	0	0	345
8:45	302	37	1	2	0	2	344
9:00	293	48	1	3	0	1	336
9:15	291	29	0	2	0	0	322
9:30	278	28	5	0	0	1	313
9:45	349	34	1	2	0	1	387
10:00	304	25	4	3	0	0	334
10:15	305	31	2	2	0	0	340
10:30	337	33	2	2	0	0	364
10:45	366	23	1	1	0	1	392
11:00	415	6	0	3	0	1	426
11:15	339	23	0	1	0	0	363
11:30	352	20	3	3	0	1	379
11:45	349	13	1	2	0	2	375
TOTAL	6,841	735	52	98	0	16	7,684

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	1,445

PM Time	WESTBOUND 1	2	3	4	5	6	TOTAL
12:00	366	28	1	3	0	1	391
12:15	396	46	1	3	1	0	446
12:30	371	33	0	3	0	1	387
12:45	396	28	3	1	0	0	414
13:00	296	17	3	2	0	0	318
13:15	333	23	2	0	0	0	357
13:30	357	16	0	1	0	1	375
13:45	318	19	0	1	0	1	339
14:00	339	23	4	4	0	0	370
14:15	313	24	0	2	0	0	339
14:30	329	26	1	0	0	2	358
14:45	362	23	0	0	0	0	385
15:00	303	23	2	3	0	0	329
15:15	346	12	0	0	0	0	358
15:30	357	20	0	0	0	1	378
15:45	328	15	1	0	0	0	335
16:00	326	18	0	0	0	2	338
16:15	383	20	1	0	0	0	404
16:30	377	13	0	0	0	1	391
16:45	369	17	0	0	0	0	386
17:00	403	20	0	0	0	0	423
17:15	378	16	1	0	0	0	396
17:30	406	10	0	0	0	1	420
17:45	409	11	0	0	0	0	415
18:00	325	12	0	0	0	0	335
18:15	363	11	1	0	0	0	375
18:30	418	4	0	0	0	1	423
18:45	257	7	0	0	0	0	264
19:00	256	5	0	0	0	0	261
19:15	298	6	1	0	0	0	296
19:30	327	3	0	0	0	0	330
19:45	231	0	0	1	0	0	228
20:00	213	2	0	0	0	1	216
20:15	202	7	0	0	0	0	209
20:30	191	9	1	0	0	0	208
20:45	170	3	0	0	0	0	173
21:00	188	3	0	0	0	1	191
21:15	148	2	0	0	0	0	151
21:30	125	2	0	1	0	0	128
21:45	136	4	0	0	0	0	140
22:00	120	3	0	0	0	0	123
22:15	91	4	0	0	0	0	95
22:30	86	3	0	0	0	0	89
22:45	74	2	0	0	0	0	76
23:00	68	2	0	0	0	0	70
23:15	56	3	0	0	0	0	62
23:30	38	1	0	0	0	0	39
23:45	42	0	0	0	0	0	43
TOTAL	12,754	558	23	75	1	14	13,375

PM PEAK HOUR	5:00 PM
PM PEAK VOLUME	1,656

CLASS 1	PASSENGER VEHICLES	TOTAL AM+PM	19,595	1,293	75	75	8	30	21,089
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								



11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by: NorthStar LLC tel. 714 210 7888 info@northstarlc.com

DATE: Thursday, June 26, 2025 CITY: Dana Point

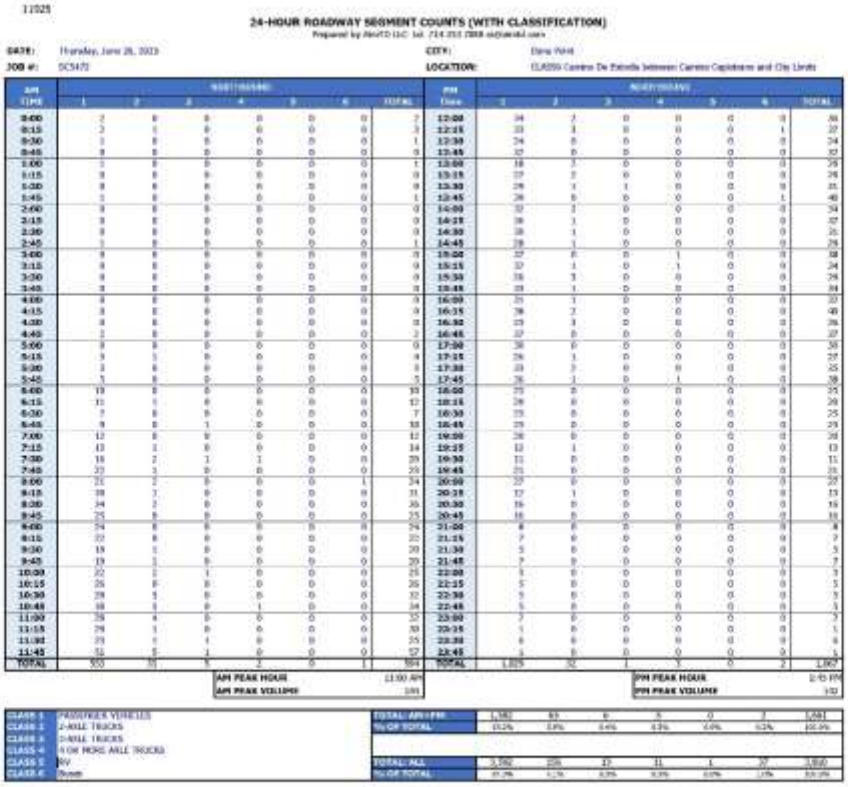
JOB #: 9C5472 LOCATION: CA074 Pacific Coast Hwy between Crystal Lantern and Del Obispo St

AM	COMBINED							PM	COMBINED						
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	33	1	0	0	0	0	34	12:00	669	42	1	4	0	4	720
0:15	48	2	0	0	0	0	48	12:15	722	66	3	4	1	2	797
0:30	23	2	0	0	0	0	25	12:30	677	36	5	4	0	2	728
0:45	39	1	0	0	0	0	40	12:45	698	37	0	3	0	1	739
1:00	34	0	0	0	0	0	34	13:00	605	37	3	4	0	2	651
1:15	26	1	0	0	0	0	27	13:15	697	38	2	1	0	5	653
1:30	29	0	0	0	0	0	29	13:30	675	33	3	1	0	2	663
1:45	17	1	0	1	0	0	19	13:45	678	49	1	2	0	4	694
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	2	708
2:45	20	1	0	1	0	0	22	14:45	669	33	1	3	0	2	708
3:00	17	1	0	0	0	0	18	15:00	635	46	3	3	0	5	692
3:15	18	3	0	0	0	0	21	15:15	640	36	1	0	0	3	680
3:30	20	1	0	0	0	0	21	15:30	692	31	2	2	0	4	731
3:45	18	1	0	0	0	0	19	15:45	669	30	2	1	0	1	702
4:00	33	4	0	0	0	0	37	16:00	668	25	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	37	4	0	0	0	0	41	16:30	695	37	0	1	0	3	736
4:45	42	3	0	0	0	0	47	16:45	677	30	0	0	0	2	718
5:00	73	4	0	3	0	1	81	17:00	718	30	0	2	0	5	757
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	723	26	4	0	0	2	754
5:45	108	11	1	0	0	0	120	17:45	695	21	0	0	0	2	728
6:00	206	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	588	18	1	0	0	4	611
6:30	254	17	1	2	0	1	275	18:30	575	9	0	1	0	1	586
6:45	348	20	1	0	0	0	377	18:45	553	12	0	0	0	2	524
7:00	338	18	1	2	0	3	367	19:00	542	9	0	0	0	2	553
7:15	382	21	2	2	0	1	413	19:15	473	19	1	0	0	2	488
7:30	445	38	0	3	0	3	518	19:30	418	3	0	0	0	1	418
7:45	501	38	4	4	0	1	556	19:45	423	3	0	1	0	2	444
8:00	567	36	0	5	0	2	630	20:00	407	3	0	0	0	3	413
8:15	569	43	4	3	0	0	598	20:15	457	10	0	0	0	2	469
8:30	546	38	3	2	0	3	613	20:30	411	8	1	0	0	3	423
8:45	568	31	2	2	0	2	628	20:45	375	10	0	1	0	2	388
9:00	514	38	2	2	0	4	601	21:00	372	9	0	0	0	4	385
9:15	508	32	3	3	0	2	568	21:15	353	6	0	0	0	2	361
9:30	477	33	0	2	0	2	548	21:30	278	6	0	1	0	0	285
9:45	466	35	1	2	0	2	571	21:45	292	7	1	0	0	1	306
10:00	510	40	3	1	0	1	565	22:00	237	5	0	1	0	1	245
10:15	512	47	3	3	0	1	565	22:15	248	10	0	0	0	3	261
10:30	612	51	3	3	0	0	669	22:30	177	7	0	0	0	0	184
10:45	602	40	1	3	0	3	648	22:45	168	4	0	0	0	0	164
11:00	582	32	3	3	0	1	617	23:00	157	4	0	0	0	0	171
11:15	608	43	2	2	0	1	659	23:15	122	6	0	0	0	0	128
11:30	639	36	7	3	0	2	679	23:30	82	4	0	1	0	0	87
11:45	639	47	3	7	0	2	698	23:45	92	3	0	0	0	0	95
TOTAL	12,398	1,140	88	75	0	39	13,681	TOTAL	26,255	1,148	97	92	1	76	25,805

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	2,647

PM PEAK HOUR	12:30 PM
PM PEAK VOLUME	2,557

CLASS 1	PASSENGER VEHICLES							
CLASS 2	2-AXLE TRUCKS							
CLASS 3	3-AXLE TRUCKS							
CLASS 4	4-OR MORE AXLE TRUCKS							
CLASS 5	RV							
CLASS 6	Buses							
TOTAL	26,505	2,288	194	167	1	134	26,291	
% OF TOTAL	97.0%	8.3%	0.7%	0.6%	0.0%	0.5%	96.0%	



11025

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AlexTD LLC tel. 714.353.7888 ed@alextd.com

DATE: Thursday, June 26, 2025 **CITY:** Dana Point

JOB #: DC5470 **LOCATION:** CLASSIC Camino De Estrella between Camino Capistrano and City Limits

AM Time	NORTHBOUND 1	2	3	4	5	6	TOTAL	PM Time	SOUTHBOUND 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	3	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	38	2	0	0	0	0	38
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	28	1	1	0	0	0	30
1:45	1	0	0	0	0	0	1	13:45	28	0	0	0	0	1	49
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	36	1	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	39	2	0	0	0	0	48
4:30	0	0	0	0	0	0	0	16:30	25	1	0	0	0	0	26
4:45	1	0	0	0	0	0	1	16:45	37	0	0	0	0	0	37
5:00	0	0	0	0	0	0	0	17:00	36	0	0	0	0	0	36
5:15	3	1	0	0	0	0	4	17:15	26	1	0	0	0	0	27
5:30	1	0	0	0	0	0	1	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	13	0	0	0	0	0	13	18:00	33	0	0	0	0	0	33
6:15	11	1	0	0	0	0	12	18:15	28	0	0	0	0	0	28
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	29	0	0	0	0	0	29
7:00	12	0	0	0	0	0	12	19:00	28	0	0	0	0	0	28
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	23	1	0	0	0	0	24	19:45	21	0	0	0	0	0	21
8:00	31	2	0	0	0	1	34	20:00	22	0	0	0	0	0	22
8:15	28	2	0	0	0	0	31	20:15	17	1	0	0	0	0	18
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	1	1	0	0	0	24	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	28	3	0	0	0	0	32	22:30	3	0	0	0	0	0	3
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	7	0	0	0	0	0	7
11:15	29	1	0	0	0	0	30	23:15	1	0	0	0	0	0	1
11:30	33	1	1	0	0	0	35	23:30	4	0	0	0	0	0	4
11:45	31	0	1	0	0	0	32	23:45	1	0	0	0	0	0	1
TOTAL	550	31	4	2	0	1	884	TOTAL	1,025	32	1	3	0	2	1,063

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	149

PM PEAK HOUR	2:15 PM
PM PEAK VOLUME	132

		TOTAL (AM+PM)	1,382	63	6	5	0	7	1,463
CLASS 1	PASSENGER VEHICLES	% OF TOTAL	93.2%	3.8%	0.4%	0.3%	0.0%	0.5%	100.0%
CLASS 2	2-AXLE TRUCKS								
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL ALL	1,782	106	10	11	1	37	1,947
CLASS 6	Buses	% OF TOTAL	91.5%	5.4%	0.5%	0.6%	0.0%	1.9%	100.0%

11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by Alert1D LLC tel. 714 253 ABIK (a@alert1d.com)

DATE: Thursday, June 26, 2025
JOB #: 925472

CITY: Dana Point
LOCATION: CL#256 Camino De Estrella between Camino Capistrano and City Limits

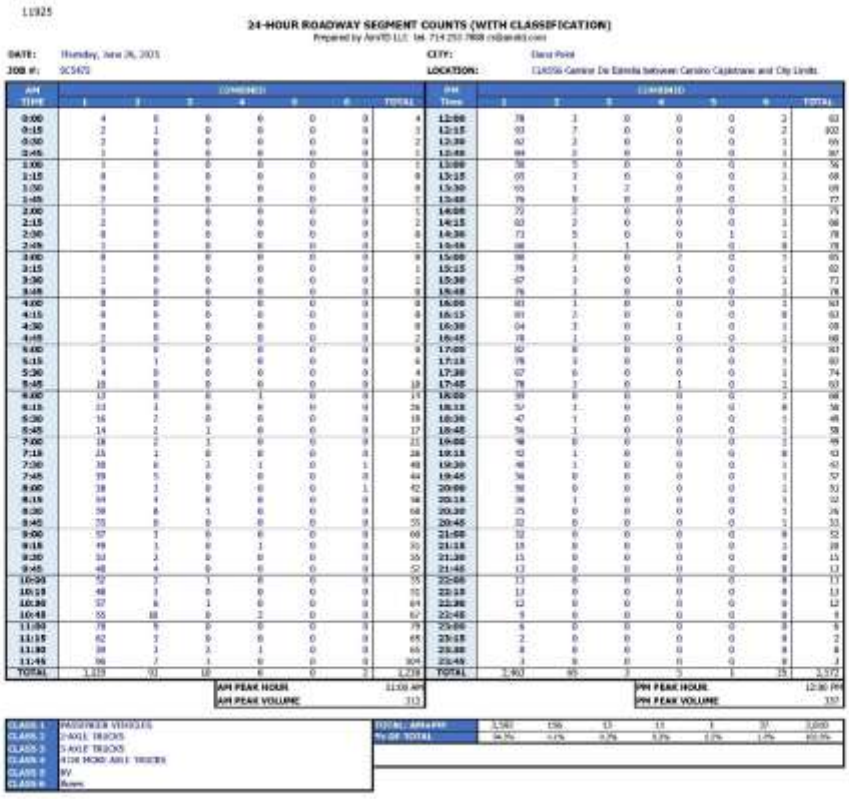
AM TIME	SOUTHBOUND 1	2	3	4	5	6	TOTAL
0:00	2	0	0	0	0	0	2
0:15	0	0	0	0	0	0	0
0:30	1	0	0	0	0	0	1
0:45	1	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0
1:45	1	0	0	0	0	0	1
2:00	1	0	0	0	0	0	1
2:15	2	0	0	0	0	0	2
2:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0
3:15	1	0	0	0	0	0	1
3:30	1	0	0	0	0	0	1
3:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0
5:15	2	0	0	0	0	0	2
5:30	1	0	0	0	0	0	1
5:45	5	0	0	0	0	0	5
6:00	3	0	0	1	0	0	4
6:15	12	2	0	0	0	0	14
6:30	9	2	0	0	0	0	11
6:45	5	2	0	0	0	0	7
7:00	6	2	1	0	0	0	9
7:15	13	0	0	0	0	0	13
7:30	14	4	1	0	0	1	20
7:45	17	4	0	0	0	0	21
8:00	17	1	0	0	0	0	18
8:15	24	3	0	0	0	0	27
8:30	25	6	1	0	0	0	32
8:45	30	0	0	0	0	0	30
9:00	33	3	0	0	0	0	36
9:15	27	1	0	1	0	0	29
9:30	34	1	0	0	0	0	35
9:45	29	3	0	0	0	0	32
10:00	30	0	0	0	0	0	30
10:15	22	3	0	0	0	0	25
10:30	28	3	1	0	0	0	32
10:45	25	7	0	1	0	0	33
11:00	43	5	0	0	0	0	47
11:15	31	3	0	0	0	0	35
11:30	36	2	1	1	0	0	40
11:45	45	2	0	0	0	0	47
TOTAL	570	58	5	4	0	1	644

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	169

PM Time	SOUTHBOUND 1	2	3	4	5	6	TOTAL
12:00	44	1	0	0	0	2	47
12:15	60	4	0	0	0	1	65
12:30	38	2	0	0	0	1	41
12:45	52	2	0	0	0	1	55
13:00	32	3	0	0	0	1	36
13:15	38	4	0	0	0	1	43
13:30	36	0	1	0	0	1	38
13:45	37	0	0	0	0	0	37
14:00	40	0	0	0	0	1	41
14:15	47	1	0	0	0	1	49
14:30	41	4	0	0	1	1	47
14:45	40	0	1	0	0	0	41
15:00	43	2	0	1	0	1	47
15:15	47	0	0	0	0	1	48
15:30	41	0	0	0	0	1	42
15:45	42	0	0	0	0	1	44
16:00	50	0	0	0	0	1	51
16:15	43	0	0	0	0	0	43
16:30	44	0	0	1	0	1	46
16:45	41	1	0	0	0	1	43
17:00	52	0	0	0	0	1	53
17:15	52	2	0	0	0	1	55
17:30	34	4	0	0	0	1	39
17:45	42	2	0	0	0	1	45
18:00	24	0	0	0	0	1	25
18:15	37	1	0	0	0	0	38
18:30	22	1	0	0	0	1	24
18:45	31	1	0	0	0	1	33
19:00	28	0	0	0	0	1	29
19:15	30	0	0	0	0	0	30
19:30	29	1	0	0	0	1	31
19:45	25	0	0	0	0	1	26
20:00	23	0	0	0	0	1	24
20:15	18	0	0	0	0	1	19
20:30	9	0	0	0	0	1	10
20:45	16	0	0	0	0	1	17
21:00	24	0	0	0	0	0	24
21:15	12	0	0	0	0	1	13
21:30	10	0	0	0	0	0	10
21:45	6	0	0	0	0	0	6
22:00	8	0	0	0	0	0	8
22:15	8	0	0	0	0	0	8
22:30	7	0	0	0	0	0	7
22:45	4	0	0	0	0	0	4
23:00	4	0	0	0	0	0	4
23:15	1	0	0	0	0	0	1
23:30	3	0	0	0	0	0	3
23:45	2	0	0	0	0	0	2
TOTAL	1,494	33	2	2	1	33	1,565

PM PEAK HOUR	12:00 PM
PM PEAK VOLUME	306

CLASS 1	PASSENGER VEHICLES						
CLASS 2	2-AXLE TRUCKS						
CLASS 3	3-AXLE TRUCKS						
CLASS 4	4 OR MORE AXLE TRUCKS						
CLASS 5	RV						
CLASS 6	BUS						
TOTAL AM+PM		2,010	91	7	6	1	34	2,149
% OF TOTAL		93.6%	4.2%	0.3%	0.3%	0.0%	1.6%	100.0%



11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by: Arrid LLC tel. 714 250 7668 cs@arrid.com

DATE: Thursday, June 26, 2025 CITY: Dana Point

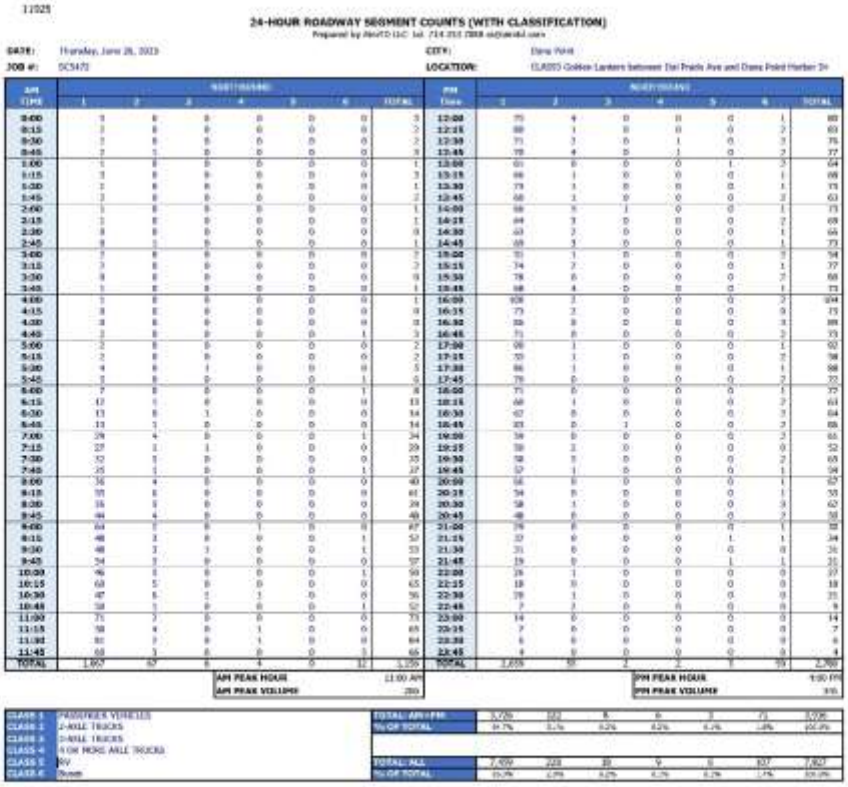
JOB #: 9C5472 LOCATION: 124056-Camino De Estrella between Camino Capistrano and City Limits

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	82	3	0	0	0	1	86
0:45	1	0	0	0	0	0	1	12:45	88	3	0	0	0	1	92
1:00	1	0	0	0	0	0	1	13:00	70	3	0	0	0	1	74
1:15	0	0	0	0	0	0	0	13:15	65	2	0	0	0	1	68
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	82	2	0	0	0	1	86
2:30	0	0	0	0	0	0	0	14:30	73	3	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	88	2	0	2	0	1	93
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	72
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	83	1	0	0	0	1	85
4:15	0	0	0	0	0	0	0	16:15	61	2	0	0	0	0	63
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	1	0	0	0	1	80
5:30	4	0	0	0	0	0	4	17:30	67	0	0	0	0	1	74
5:45	10	0	0	0	0	0	10	17:45	78	1	0	1	0	1	83
6:00	13	0	0	1	0	0	14	18:00	90	0	0	0	0	2	98
6:15	23	1	0	0	0	0	24	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	38	6	3	1	0	1	49	19:30	48	1	0	0	0	1	50
7:45	39	5	0	0	0	0	44	19:45	36	0	0	0	0	1	37
8:00	38	3	0	0	0	1	42	20:00	50	0	0	0	0	1	51
8:15	69	4	0	0	0	0	98	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	1	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	18	0	0	0	0	1	19
9:30	53	2	0	0	0	0	55	21:30	11	0	0	0	0	0	11
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	13	0	0	0	0	0	13
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	5	0	0	0	0	75	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	3	1	0	0	66	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	1,319	92	18	6	0	3	1,438	TOTAL	2,961	95	7	5	1	15	3,072

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	313

PM PEAK HOUR	12:30 PM
PM PEAK VOLUME	337

CLASS 1	PASSENGER VEHICLES	TOTAL AM+PM	3,580	186	13	10	1	37	3,830
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	94.5%	4.9%	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								



11025

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AlexTD LLC tel. 714.353.7888 ed@alextd.com

DATE: Thursday, June 26, 2025 **CITY:** Dana Point

JOB #: DC5472 **LOCATION:** CL4003 Golden Lantern between Del Prado Ave and Dana Point Harbor Dr

AM Time	NORTHBOUND 1	2	3	4	5	6	TOTAL	PM Time	SOUTHBOUND 1	2	3	4	5	6	TOTAL
0:00	1	0	0	0	0	0	1	12:00	70	4	0	0	0	1	80
0:15	1	0	0	0	0	0	1	12:15	69	1	0	0	0	2	83
0:30	1	0	0	0	0	0	1	12:30	71	3	0	1	0	3	78
0:45	1	1	0	0	0	0	2	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	1	0	0	0	0	0	1	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	1	0	0	0	0	0	1	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	70	1	0	0	0	3	74
3:15	3	0	0	0	0	0	3	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	108	3	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	88	0	0	0	0	1	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	70	1	0	0	0	2	98
5:30	4	0	1	0	0	0	5	17:30	96	1	0	0	0	1	98
5:45	1	0	0	0	0	1	5	17:45	79	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	68	1	0	0	0	2	63
6:30	13	0	1	0	0	0	14	18:30	67	0	0	0	0	3	64
6:45	13	1	0	0	0	0	14	18:45	83	0	1	0	0	2	86
7:00	24	4	0	0	0	1	34	19:00	58	0	0	0	0	3	65
7:15	27	1	1	0	0	0	29	19:15	59	3	0	0	0	0	52
7:30	32	1	0	0	0	0	33	19:30	58	1	0	0	0	2	63
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	56	0	0	0	0	1	57
8:15	59	0	0	0	0	0	61	20:15	54	0	0	0	0	1	55
8:30	36	0	0	0	0	0	29	20:30	58	1	0	0	0	3	62
8:45	46	4	0	0	0	0	49	20:45	48	0	0	0	0	2	50
9:00	64	1	0	1	0	0	67	21:00	39	0	0	0	0	1	50
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	29	0	0	0	1	1	31
10:00	96	3	0	0	0	1	99	22:00	26	1	0	0	0	0	27
10:15	63	3	0	0	0	0	65	22:15	18	0	0	0	0	0	18
10:30	47	5	1	1	0	0	55	22:30	28	1	0	0	0	0	31
10:45	50	1	0	0	0	1	52	22:45	7	2	0	0	0	0	9
11:00	71	1	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	61	1	0	1	0	0	64	23:30	6	0	0	0	0	0	6
11:45	60	3	0	0	0	2	65	23:45	4	0	0	0	0	0	4
TOTAL	1,867	67	6	4	0	12	1,956	TOTAL	1,856	68	2	2	1	19	2,788

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	289

PM PEAK HOUR	1:00 PM
PM PEAK VOLUME	316

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	5	107	7,827
CLASS 6	Buses	% OF TOTAL	95.3%	2.9%	0.2%	0.1%	0.1%	1.4%	100.0%

11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by Alert1D LLC tel. 714 253 ADot (n@alert1d.com)

DATE: Thursday, June 26, 2025
JOB #: 9C0472
CITY: Dana Point
LOCATION: CLASS3 Golden Lantern between Del Prado Ave and Dana Point Harbor Dr

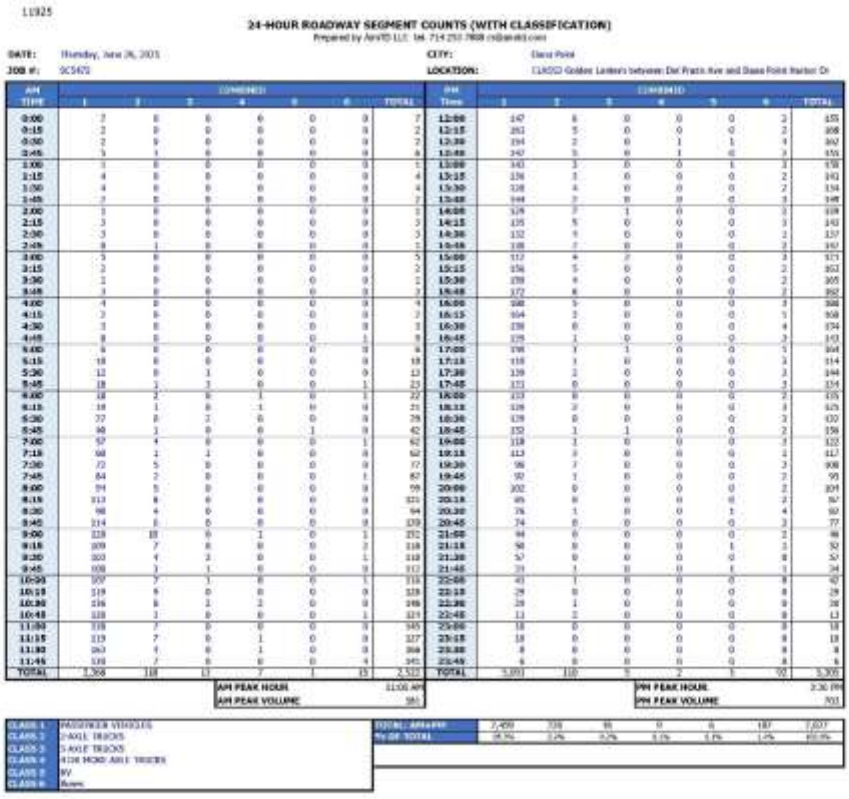
AM	SOUTHBOUND						
TIME	1	2	3	4	5	6	TOTAL
0:00	2	0	0	0	0	0	2
0:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0
0:45	3	0	0	0	0	0	3
1:00	0	0	0	0	0	0	0
1:15	1	0	0	0	0	0	1
1:30	3	0	0	0	0	0	3
1:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0
2:15	2	0	0	0	0	0	2
2:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0
3:00	3	0	0	0	0	0	3
3:15	0	0	0	0	0	0	0
3:30	1	0	0	0	0	0	1
3:45	2	0	0	0	0	0	2
4:00	3	0	0	0	0	0	3
4:15	2	0	0	0	0	0	2
4:30	3	0	0	0	0	0	3
4:45	6	0	0	0	0	0	6
5:00	4	0	0	0	0	0	4
5:15	8	0	0	0	0	0	8
5:30	8	0	0	0	0	0	8
5:45	13	3	2	0	0	0	17
6:00	13	2	0	1	0	0	16
6:15	7	0	0	1	0	0	8
6:30	14	0	1	0	0	0	15
6:45	17	0	0	0	1	0	18
7:00	26	0	0	0	0	0	26
7:15	33	0	0	0	0	0	33
7:30	40	2	0	0	0	0	42
7:45	49	1	0	0	0	0	50
8:00	50	3	0	0	0	0	53
8:15	58	2	0	0	0	0	60
8:30	54	1	0	0	0	0	55
8:45	70	2	0	0	0	0	72
9:00	56	8	0	0	0	1	65
9:15	61	4	0	0	0	1	66
9:30	55	1	1	0	0	0	57
9:45	54	0	1	0	0	0	55
10:00	61	4	1	0	0	0	66
10:15	59	4	0	0	0	0	63
10:30	89	2	0	1	0	0	92
10:45	70	2	0	0	0	0	72
11:00	67	5	0	0	0	0	72
11:15	61	3	0	0	0	0	64
11:30	82	2	0	0	0	0	84
11:45	70	4	0	0	0	1	75
TOTAL	1,181	50	7	3	1	3	1,356

AM PEAK HOUR	10:30 AM
AM PEAK VOLUME	330

PM	SOUTHBOUND						
TIME	1	2	3	4	5	6	TOTAL
12:00	72	2	0	0	0	1	75
12:15	84	4	0	0	0	0	85
12:30	83	0	0	0	1	2	86
12:45	77	1	0	0	0	0	78
13:00	82	3	0	0	0	1	86
13:15	76	3	0	0	0	1	71
13:30	55	3	0	0	0	1	59
13:45	84	3	0	0	0	1	86
14:00	83	2	0	0	0	1	86
14:15	71	2	0	0	0	1	74
14:30	69	2	0	0	0	0	71
14:45	68	4	0	0	0	1	74
15:00	61	3	2	0	0	1	67
15:15	82	3	0	0	0	1	86
15:30	81	4	0	0	0	0	85
15:45	104	4	0	0	0	1	109
16:00	80	3	0	0	0	1	84
16:15	91	3	0	0	0	1	93
16:30	64	0	0	0	0	1	65
16:45	68	3	0	0	0	1	70
17:00	68	2	1	0	0	0	72
17:15	55	0	0	0	0	1	56
17:30	51	3	0	0	0	2	56
17:45	61	0	0	0	0	1	62
18:00	62	0	0	0	0	1	63
18:15	60	3	0	0	0	1	63
18:30	67	0	0	0	0	1	68
18:45	68	3	0	0	0	0	70
19:00	56	3	0	0	0	1	61
19:15	63	3	0	0	0	1	65
19:30	80	2	0	0	0	1	83
19:45	35	0	0	0	0	1	36
20:00	50	0	0	0	0	1	57
20:15	31	0	0	0	0	1	32
20:30	18	0	0	0	1	1	20
20:45	26	0	0	0	0	1	27
21:00	15	0	0	0	0	1	16
21:15	18	0	0	0	0	0	18
21:30	28	0	0	0	0	0	28
21:45	12	1	0	0	0	0	13
22:00	15	0	0	0	0	0	15
22:15	11	0	0	0	0	0	11
22:30	9	0	0	0	0	0	9
22:45	4	0	0	0	0	0	4
23:00	4	0	0	0	0	0	4
23:15	3	0	0	0	0	0	3
23:30	3	0	0	0	0	0	3
23:45	2	0	0	0	0	0	2
TOTAL	2,492	53	3	0	2	33	2,525

PM PEAK HOUR	3:30 PM
PM PEAK VOLUME	371

CLASS 1	PASSENGER VEHICLES	TOTAL AM+PM	3,723	106	10	3	3	26	3,881
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								



11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by: NorthStar LLC tel. 714 250 7888 cs@northstarllc.com

DATE: Thursday, June 26, 2025 CITY: Dana Point

JOB #: 9C5472 LOCATION: 11400 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	1	1	0	0	0	0	2	12:45	147	5	0	1	0	3	156
1:00	1	0	0	0	0	0	1	13:00	143	3	0	0	1	1	148
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	138	4	0	0	0	2	144
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	3	0	0	0	2	137
2:45	0	1	0	0	0	0	1	14:45	138	2	0	0	0	2	142
3:00	5	0	0	0	0	0	5	15:00	132	4	2	0	0	3	141
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	6	0	0	0	2	180
4:00	4	0	0	0	0	0	4	16:00	168	5	0	0	0	3	176
4:15	3	0	0	0	0	0	3	16:15	164	3	0	0	0	1	168
4:30	3	0	0	0	0	0	3	16:30	158	0	0	0	0	4	174
4:45	8	0	0	0	0	1	9	16:45	159	1	0	0	0	3	163
5:00	6	0	0	0	0	0	6	17:00	166	3	1	0	0	5	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	171	0	0	0	0	3	174
6:00	18	2	0	1	0	1	22	18:00	153	0	0	0	0	2	155
6:15	19	1	0	1	0	0	21	18:15	128	3	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	58	1	1	0	0	0	62	19:15	113	1	0	0	0	1	117
7:30	72	5	0	0	0	0	77	19:30	96	7	0	0	0	3	106
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	4	0	0	0	0	121	20:15	85	0	0	0	0	2	87
8:30	98	4	0	0	0	0	94	20:30	76	1	0	0	1	4	82
8:45	114	1	0	0	0	0	119	20:45	74	0	0	0	0	3	77
9:00	119	10	0	1	0	1	131	21:00	94	0	0	0	0	2	96
9:15	109	7	0	0	0	2	118	21:15	90	0	0	0	1	1	92
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	73	1	0	0	1	1	74
10:00	107	7	1	0	0	1	116	22:00	41	1	0	0	0	0	42
10:15	119	6	0	0	0	0	125	22:15	29	0	0	0	0	0	29
10:30	116	6	1	2	0	0	125	22:30	28	1	0	0	0	0	28
10:45	118	3	0	0	0	1	123	22:45	13	2	0	0	0	0	13
11:00	118	7	0	0	0	0	125	23:00	18	0	0	0	0	0	18
11:15	119	7	0	1	0	0	127	23:15	18	0	0	0	0	0	18
11:30	143	4	0	1	0	0	148	23:30	8	0	0	0	0	0	8
11:45	139	7	0	0	0	0	146	23:45	6	0	0	0	0	0	6
TOTAL	2,368	118	13	7	1	13	2,520	TOTAL	5,091	110	5	2	1	70	5,309

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	581

PM PEAK HOUR	2:30 PM
PM PEAK VOLUME	701

CLASS 1	PASSENGER VEHICLES							
CLASS 2	2-AXLE TRUCKS							
CLASS 3	3-AXLE TRUCKS							
CLASS 4	4 OR MORE AXLE TRUCKS							
CLASS 5	RV							
CLASS 6	Buses							
TOTAL APPROACH	7,429	228	18	9	2	187	7,877	
% OF TOTAL	94.3%	2.9%	0.2%	0.1%	0.0%	2.4%	100.0%	

Page 1

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
09/25/2																	
3	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
	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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
	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2
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
	0	0	1	0	0	0	0	0	1	0	0	1	0	1	0	0	4
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
	0	0	0	1	2	1	2	0	2	2	5	2	0	0	0	0	17
06:00	0	0	0	0	1	2	1	2	1	0	0	1	0	0	0	0	8
06:15	0	0	0	0	1	1	1	1	2	1	1	2	0	0	0	0	10
06:30	0	0	0	0	2	0	3	3	4	4	1	3	0	0	1	0	21
06:45	0	0	0	1	1	2	2	3	1	3	1	0	1	0	0	0	15
	0	0	0	1	5	5	7	9	8	8	3	6	1	0	1	0	54
07:00	0	0	0	2	4	2	2	3	8	1	1	0	0	3	0	0	26
07:15	0	0	0	0	1	3	6	9	1	6	1	1	1	0	0	0	29
07:30	0	0	0	0	2	5	7	5	8	4	5	2	2	1	0	0	39
07:45	0	0	1	2	4	7	10	10	9	7	9	3	1	0	0	0	63
	0	0	1	4	11	17	25	27	24	18	18	6	4	4	0	0	157
08:00	0	0	0	0	2	7	3	5	6	5	3	2	0	0	0	0	33
08:15	0	0	0	2	3	1	6	8	10	5	5	3	0	0	0	0	43
08:30	0	0	0	1	1	1	4	5	4	4	3	0	0	0	1	0	24
08:45	0	0	0	0	0	3	1	4	5	2	4	1	0	0	0	0	20
	0	0	0	3	6	12	14	22	25	16	15	6	0	0	1	0	120
09:00	0	0	0	1	2	2	0	5	0	3	1	2	2	0	0	0	18
09:15	1	2	1	1	4	4	3	4	4	0	0	0	0	0	0	0	24
09:30	0	0	0	0	1	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
	1	2	2	2	7	12	7	15	10	6	3	4	2	1	0	0	74
10:00	0	1	1	0	0	1	3	7	0	4	4	2	0	0	0	1	24
10:15	0	0	1	0	2	4	2	0	3	2	1	0	0	0	0	0	15
10:30	0	0	0	0	1	2	3	5	6	2	0	1	0	0	0	0	18
10:45	0	0	0	1	3	2	2	3	2	0	0	1	0	0	0	0	14
	0	1	2	1	6	9	10	15	11	8	5	4	0	0	0	1	71
11:00	0	1	1	0	1	4	1	4	4	0	1	0	0	0	0	0	17
11:15	0	0	0	0	3	3	3	5	1	4	1	0	0	0	0	0	20
11:30	0	1	1	0	0	2	1	3	3	0	1	1	1	0	0	0	14
11:45	0	1	0	1	1	1	2	4	3	1	2	1	0	0	0	0	17
	0	3	2	1	5	10	7	16	11	5	5	2	1	0	0	0	68
Total	1	6	6	14	42	66	72	103	92	63	54	31	8	6	2	1	569

Page 2

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	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
	0	1	3	2	7	9	10	16	15	4	8	2	1	0	0	0	78
13:00	0	0	0	0	2	1	1	4	4	1	1	0	0	0	0	2	16
13:15	0	0	2	1	0	2	3	3	0	4	2	2	1	0	0	0	20
13:30	0	0	0	2	2	4	0	6	1	2	1	1	0	0	0	1	20
13:45	0	0	1	0	2	2	3	4	3	1	3	1	0	1	0	0	21
	0	0	3	3	6	9	7	17	8	8	7	4	1	1	0	3	77
14:00	0	1	0	1	1	3	2	1	4	2	2	2	1	1	1	0	22
14:15	0	0	1	1	1	3	1	2	4	2	1	1	1	0	0	0	18
14:30	1	0	1	1	2	2	1	5	3	5	2	1	2	0	0	1	27
14:45	0	0	0	0	2	3	2	5	5	3	1	2	0	0	1	0	24
	1	1	2	3	6	11	6	13	16	12	6	6	4	1	2	1	91
15:00	0	0	0	1	3	1	3	5	3	2	2	0	1	0	0	0	21
15:15	0	0	0	2	2	2	10	5	8	3	3	0	0	0	0	1	36
15:30	0	0	0	1	2	4	1	7	7	3	2	1	1	0	0	0	29
15:45	0	0	0	2	2	3	0	5	5	2	3	0	1	0	1	0	24
	0	0	0	6	9	10	14	22	23	10	10	1	3	0	1	1	110
16:00	0	0	2	0	0	2	1	6	8	4	2	0	1	0	0	3	29
16:15	0	0	0	1	1	4	1	3	5	4	0	3	0	1	0	1	24
16:30	0	0	0	0	0	2	2	3	4	2	2	0	0	0	0	0	15
16:45	1	0	1	1	2	3	2	4	0	4	3	1	0	0	0	1	23
	1	0	3	2	3	11	6	16	17	14	7	4	1	1	0	5	91
17:00	0	0	0	0	1	0	9	3	6	1	1	0	2	0	0	0	23
17:15	0	0	0	0	1	1	4	5	5	3	2	2	0	1	0	0	24
17:30	0	0	1	0	4	2	5	3	4	3	3	1	0	0	0	0	26
17:45	0	0	0	0	1	1	2	1	6	2	1	2	1	0	0	0	17
	0	0	1	0	7	4	20	12	21	9	7	5	3	1	0	0	90
18:00	0	0	0	0	2	2	0	3	2	6	0	2	0	1	1	0	19
18:15	0	0	2	0	2	5	3	6	3	1	1	1	0	1	1	0	26
18:30	0	0	1	0	1	1	3	6	3	1	2	2	0	1	0	0	21
18:45	0	0	2	0	0	1	2	3	1	1	1	0	1	0	0	1	13
	0	0	5	0	5	9	8	18	9	9	4	5	1	3	2	1	79
19:00	0	0	0	0	1	1	1	1	0	4	0	1	0	0	0	1	10
19:15	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	4
19:30	1	0	0	0	2	1	0	0	0	1	1	0	0	0	0	1	7
19:45	0	0	0	0	0	3	1	3	0	2	0	1	0	0	0	0	10
	1	0	0	0	3	5	2	5	1	7	2	3	0	0	0	2	31
20:00	0	0	0	2	0	1	1	1	0	0	0	1	0	0	0	0	6
20:15	0	0	0	0	0	2	2	3	0	2	0	0	0	0	0	0	9
20:30	0	0	0	2	0	1	1	1	0	1	2	0	0	0	0	0	8
20:45	0	1	0	0	0	0	1	0	0	1	1	0	0	0	0	0	4
	0	1	0	4	0	4	5	5	0	4	3	1	0	0	0	0	27
21:00	0	1	0	0	0	0	1	0	2	1	0	0	0	0	0	0	5
21:15	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	3
21:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	3
21:45	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	0	6
	0	1	0	0	0	2	3	2	6	1	0	1	0	0	0	1	17
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
22:45	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	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
23:30	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	3
23:45	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	2	1	0	0	0	5
Total	3	4	17	20	47	75	82	127	116	72	54	34	15	7	5	14	686
Total	4	10	25	34	89	141	154	230	208	141	108	65	23	13	7	15	1267

Stats

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%

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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
09/25/2																	
3	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	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
	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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
	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
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
	0	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	4
05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	0	0	0	0	1	0	0	1	1	0	3	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
	0	0	0	2	0	3	1	1	3	2	3	3	1	1	0	0	20
06:00	0	0	0	0	1	1	2	3	2	0	0	1	0	1	0	0	11
06:15	0	0	0	0	2	0	1	2	2	2	1	2	0	0	0	0	12
06:30	0	0	0	0	3	1	4	3	4	5	2	1	2	0	0	1	26
06:45	1	0	0	1	1	2	2	4	3	3	1	2	1	0	0	0	21
	1	0	0	1	7	4	9	12	11	10	4	6	3	1	0	1	70
07:00	0	0	0	2	4	4	3	1	12	1	2	0	0	3	0	1	33
07:15	0	0	0	2	3	4	7	14	5	9	3	0	2	0	0	0	49
07:30	0	0	0	2	2	6	12	6	10	9	6	1	4	1	0	0	59
07:45	0	0	1	3	2	11	10	12	10	7	12	4	1	0	0	1	74
	0	0	1	9	11	25	32	33	37	26	23	5	7	4	0	2	215
08:00	0	2	0	0	2	6	7	3	7	7	3	2	0	0	0	1	40
08:15	0	0	0	3	4	1	7	8	10	7	3	6	0	0	0	0	49
08:30	0	0	0	1	1	3	5	6	6	5	7	1	1	0	1	0	37
08:45	0	0	0	0	0	5	1	7	7	1	5	3	0	0	0	0	29
	0	2	0	4	7	15	20	24	30	20	18	12	1	0	1	1	155
09:00	0	0	0	1	3	2	0	7	5	4	0	2	2	1	0	0	27
09:15	1	3	1	0	6	5	6	5	6	1	1	0	0	0	0	0	35
09:30	0	0	0	1	2	6	1	3	4	2	1	2	0	0	0	0	22
09:45	0	0	0	0	2	1	5	6	3	6	1	1	0	0	1	0	26
	1	3	1	2	13	14	12	21	18	13	3	5	2	1	1	0	110
10:00	0	1	1	0	2	3	6	6	2	5	3	4	0	0	0	0	32
10:15	0	0	2	0	4	4	4	3	6	5	1	0	0	0	0	1	30
10:30	0	0	0	0	1	3	5	5	7	2	1	2	0	0	0	0	26
10:45	0	0	0	1	3	2	3	4	3	0	0	2	0	0	0	0	18
	0	1	3	1	10	12	17	18	18	12	5	8	0	0	0	1	106
11:00	0	1	1	2	2	5	3	7	5	1	3	0	1	0	0	0	31
11:15	0	0	0	0	2	7	4	8	3	5	2	2	0	0	0	0	33
11:30	1	1	1	0	0	1	6	2	6	1	1	1	2	0	0	0	23
11:45	0	1	0	2	1	3	3	4	4	3	2	2	1	0	0	0	30
	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	5	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	0	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
	0	1	5	2	8	15	14	15	10	15	9	3	1	0	0	0	106
13:00	0	0	0	0	2	2	3	5	7	5	2	0	0	1	0	1	28
13:15	0	0	2	2	0	4	4	1	3	4	3	2	1	0	0	0	36
13:30	0	0	0	1	3	5	6	8	4	6	2	1	0	0	1	0	39
13:45	0	0	1	0	2	3	4	8	3	3	3	1	1	1	0	0	30
	0	0	3	3	7	14	17	26	17	20	10	4	2	2	1	1	127
14:00	0	1	1	1	1	3	3	2	3	5	2	3	1	1	0	1	28
14:15	0	0	1	1	1	4	1	2	3	1	4	2	1	1	0	0	22
14:30	1	0	1	1	2	2	2	8	4	6	2	2	1	1	0	0	33
14:45	0	0	0	1	2	3	4	4	7	8	1	2	0	0	1	1	33
	1	1	3	4	6	12	10	16	17	19	9	9	3	3	1	2	115
15:00	0	0	0	1	2	5	6	4	8	3	3	0	0	1	1	0	36
15:15	0	0	0	2	2	2	13	12	9	7	2	2	0	0	0	0	51
15:30	0	0	1	1	3	4	3	5	9	7	4	1	2	0	0	0	40
15:45	0	0	1	1	2	5	2	7	3	5	4	1	0	1	1	0	33
	0	0	2	5	9	14	22	28	29	22	13	4	2	2	2	0	154
16:00	0	0	2	0	0	3	5	4	9	7	0	2	0	1	0	1	34
16:15	0	0	0	1	1	5	2	4	5	6	2	2	1	1	0	0	30
16:30	0	0	0	1	0	4	3	3	5	2	3	1	0	0	0	0	22
16:45	1	0	2	1	2	4	2	6	6	4	4	1	0	0	0	0	33
	1	0	4	3	3	16	12	17	25	19	9	6	1	2	0	1	119
17:00	0	0	1	1	1	1	7	7	5	3	0	1	2	0	0	0	29
17:15	0	0	0	0	1	2	5	12	6	6	3	2	1	1	0	0	39
17:30	0	0	1	1	5	3	3	6	4	5	3	2	0	0	0	0	33
17:45	0	0	0	0	1	3	4	3	5	4	2	2	3	0	0	0	27
	0	0	2	2	8	9	19	28	20	18	8	7	6	1	0	0	128
18:00	0	0	0	0	1	3	2	4	5	6	0	4	0	0	1	1	27
18:15	0	0	2	0	4	5	11	5	6	3	2	1	0	1	0	1	41
18:30	1	0	0	1	2	3	2	9	5	1	1	3	0	1	0	0	29
18:45	0	0	2	0	0	1	3	3	4	0	2	2	1	0	0	1	19
	1	0	4	1	7	12	18	21	20	10	5	10	1	2	1	3	116
19:00	0	0	0	0	1	3	1	2	0	3	1	1	0	0	0	0	12
19:15	0	0	0	1	1	3	1	5	1	2	2	1	0	0	0	0	17
19:30	1	0	0	0	2	1	0	1	0	1	1	0	0	0	0	1	8
19:45	0	0	0	0	0	2	3	2	2	1	2	1	1	1	0	0	15
	1	0	0	1	4	9	5	10	3	7	6	3	1	1	0	1	52
20:00	0	0	0	2	2	1	2	2	0	0	0	1	0	0	0	0	10
20:15	0	0	0	0	0	2	3	2	1	2	0	0	0	0	0	0	10
20:30	0	0	0	1	0	2	1	1	3	1	3	0	0	0	0	0	12
20:45	0	1	0	0	0	0	1	0	1	1	0	1	0	0	0	0	5
	0	1	0	3	2	5	7	5	5	4	3	2	0	0	0	0	37
21:00	0	1	0	0	0	0	0	1	2	0	1	0	0	0	0	0	5
21:15	0	0	0	0	0	2	0	1	0	0	0	1	0	0	0	0	4
21:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	3
21:45	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	6
	0	1	0	0	0	2	1	5	4	2	1	1	0	0	0	1	18
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
22:45	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	0	0	0	0	0	0	0	2
23:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
23:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	3
23:45	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	2	0	1	0	0	6
Total	4	4	23	25	55	109	126	172	159	135	73	51	17	14	5	9	980
Total	7	13	31	48	103	198	282	308	300	229	139	95	36	21	8	14	1782

Stats

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%

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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
09/25/2																	
3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
00:15	0	0	0	0	0	1	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	1	0	0	1
00:45	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	1	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	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
	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	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
	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
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	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
	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
04:00	0	0	0	0	0	1	0	1	0	0	0	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
	0	0	0	2	0	1	1	2	0	1	0	0	0	0	0	1	8
05:00	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	3
05:15	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	4
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
	0	0	0	1	1	2	4	0	1	3	1	0	3	0	0	0	16
06:00	0	0	0	0	0	0	0	0	2	1	2	0	1	1	0	0	7
06:15	0	0	1	0	0	0	1	0	1	3	1	1	0	1	0	1	10
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
	0	1	1	0	3	4	6	3	9	6	5	4	4	2	1	4	53
07:00	0	0	1	0	0	1	2	2	3	1	2	0	0	0	0	0	12
07:15	1	0	1	1	2	6	7	4	3	2	3	2	0	1	0	0	33
07:30	0	1	2	0	1	1	5	5	4	5	3	1	1	2	1	1	33
07:45	2	0	1	0	2	4	8	7	7	4	1	3	1	0	1	1	42
	3	1	5	1	5	12	22	16	17	12	9	6	2	5	2	2	120
08:00	1	2	1	3	1	5	4	2	9	6	4	1	1	0	0	1	43
08:15	0	0	1	1	0	2	1	1	3	2	0	7	1	3	0	2	26
08:30	0	1	1	5	0	1	2	5	7	2	0	0	1	1	0	1	27
08:45	0	1	0	2	2	3	8	3	3	6	10	3	3	2	0	1	47
	1	4	3	11	3	11	15	11	22	16	14	11	6	6	0	5	141
09:00	0	2	1	1	2	1	2	5	3	4	3	0	0	0	3	1	28
09:15	0	1	2	2	1	3	2	3	2	4	2	3	3	0	1	2	31
09:30	0	0	1	1	2	0	2	0	8	4	4	1	0	1	0	0	25
09:45	0	0	1	1	0	3	2	2	3	4	5	6	4	0	0	2	33
	0	3	5	5	5	7	8	10	17	16	14	10	7	1	4	5	117
10:00	0	2	1	0	2	0	0	4	2	3	3	5	1	4	1	1	29
10:15	0	1	0	3	2	3	4	6	7	6	2	3	1	0	0	2	44
10:30	1	0	1	2	1	5	1	4	4	2	1	2	3	0	0	2	30
10:45	1	0	1	2	3	5	8	4	6	3	5	3	3	0	0	1	43
	2	3	3	7	8	14	13	20	19	14	11	13	8	4	1	6	146
11:00	1	0	0	1	1	0	5	4	3	6	5	0	4	0	0	2	31
11:15	0	1	2	3	2	1	7	2	6	2	6	1	1	5	0	1	39
11:30	0	2	3	3	1	5	1	5	9	6	2	3	2	2	0	1	41
11:45	1	1	3	2	0	7	7	4	4	3	2	3	1	2	0	1	36
	2	4	8	9	4	13	20	15	21	17	15	7	8	7	0	5	146
Total	8	15	26	37	29	58	88	77	109	89	70	51	36	24	8	28	755

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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	5	1	1	35
	2	4	0	5	2	6	19	18	16	13	13	10	5	8	4	6	131
13:00	1	2	1	1	2	3	3	3	3	5	7	3	2	1	0	0	37
13:15	1	1	2	5	1	1	3	2	8	6	2	6	2	0	1	2	43
13:30	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
	3	6	5	9	10	5	18	14	18	22	14	16	6	9	2	7	164
14:00	0	0	0	2	2	3	9	12	7	9	5	2	1	1	1	0	54
14:15	0	0	1	1	2	5	8	9	12	4	2	2	2	1	0	2	47
14:30	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
	0	3	3	6	6	9	19	25	29	28	18	14	4	5	3	5	177
15:00	0	0	3	1	1	0	3	1	8	9	5	4	1	3	1	4	44
15:15	2	0	0	1	3	3	1	10	2	6	4	2	2	2	1	1	40
15:30	1	1	0	4	1	4	5	5	5	5	9	3	3	4	0	6	55
15:45	1	1	1	0	1	4	3	4	2	2	8	4	1	0	1	1	35
	4	2	4	6	6	11	12	20	17	22	26	13	7	9	3	12	174
16:00	0	0	3	4	2	2	3	6	4	13	5	3	3	5	2	5	58
16:15	0	1	1	0	1	3	7	6	6	6	4	2	4	5	3	1	49
16:30	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
	2	1	6	8	5	11	16	22	18	29	16	9	18	12	7	11	191
17:00	2	0	0	0	2	3	4	3	3	4	3	4	0	3	1	3	36
17:15	1	0	0	0	3	2	3	2	6	4	1	2	1	4	0	2	31
17:30	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
	4	1	0	1	8	7	11	12	20	15	14	9	2	8	3	9	124
18:00	0	0	2	0	1	3	1	2	4	7	2	2	3	2	1	2	32
18:15	1	1	0	0	1	0	0	3	6	2	4	2	3	1	0	0	24
18:30	1	1	2	0	5	1	2	1	4	5	3	5	1	1	1	3	36
18:45	1	4	1	1	2	5	5	4	5	6	4	3	1	1	1	1	46
	3	6	5	1	9	10	8	10	19	20	13	12	8	5	3	6	139
19:00	0	1	1	1	1	4	4	7	3	2	4	0	1	0	2	1	32
19:15	0	1	0	5	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	0	3	20
19:45	0	0	0	0	0	2	1	2	4	0	2	1	0	1	0	2	15
	1	2	1	5	7	9	15	15	10	3	10	4	2	2	2	7	96
20:00	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	1	0	2	18
20:30	0	0	0	0	0	0	2	1	3	1	1	0	0	0	0	0	8
20:45	0	0	0	0	0	1	2	0	1	0	0	3	0	0	0	0	7
	0	0	2	1	0	3	8	2	10	7	7	6	1	1	0	3	51
21:00	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	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	1	0	0	8
21:45	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	3
	0	0	1	0	1	0	2	5	5	3	1	3	3	3	3	3	33
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	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	1	0	1	0	0	0	5
22:45	0	0	0	0	0	0	1	0	1	2	2	0	1	0	0	0	7
	1	1	0	0	2	1	1	1	4	5	6	1	4	0	2	1	29
23:00	0	1	0	1	0	2	0	0	0	0	0	0	0	1	0	0	5
23:15	0	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	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	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	20	43	53	80	95	132	220	221	277	254	209	146	96	97	40	98	2070

Stats

15th Percentile	34 MPH
50th Percentile	40 MPH
85th Percentile	47 MPH
95th Percentile	53 MPH
Mean Speed(Average)	41 MPH
10 MPH Pace Speed	37-46 MPH
Number in Pace	1169
Percent in Pace	57.0%
Number of Vehicles > 55 MPH	0
Percent of Vehicles > 55 MPH	0.0%

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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, 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
09:00																	
3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
09:15	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	3
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	1	0	2	2	0	0	0	0	1	0	0	6
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
	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
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	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
	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
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	3	0	0	0	0	0	3
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
	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	6
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
	0	0	2	2	0	1	1	2	3	1	0	1	1	1	1	1	16
05:00	0	0	0	1	0	1	0	0	0	1	0	0	1	0	0	0	4
05:15	0	0	0	0	1	1	3	0	3	2	1	4	1	1	0	0	17
05:30	0	0	0	1	1	0	1	0	1	3	4	1	1	0	0	0	12
05:45	0	0	0	2	1	4	3	1	2	2	4	0	1	0	0	0	20
	0	0	0	4	3	6	7	1	6	7	9	5	4	1	0	0	53
06:00	0	0	0	0	2	5	3	5	5	1	2	2	1	2	0	0	26
06:15	0	0	1	0	3	1	3	3	5	6	3	5	0	1	0	1	32
06:30	0	1	0	0	6	5	9	7	11	9	3	5	3	0	1	1	61
06:45	1	0	0	2	4	4	7	9	7	8	4	4	4	0	1	3	58
	1	1	1	2	15	13	22	24	28	24	12	16	8	3	2	5	177
07:00	0	0	1	4	8	7	7	8	23	3	5	0	0	6	0	1	71
07:15	1	0	1	3	6	13	20	27	9	17	7	3	3	1	0	0	111
07:30	0	1	2	2	5	12	24	18	30	18	14	4	7	4	1	1	131
07:45	2	0	4	5	8	22	29	29	28	18	22	10	3	0	1	2	179
	3	1	7	14	27	54	79	78	78	58	48	17	13	11	2	4	492
08:00	1	4	1	3	5	16	14	10	22	20	10	5	1	0	0	2	116
08:15	0	0	1	6	7	4	14	17	23	14	6	16	1	3	0	2	116
08:30	0	1	1	7	2	5	11	16	17	11	10	1	2	1	2	1	88
08:45	0	1	0	2	2	11	10	14	15	8	19	7	3	2	0	1	96
	1	6	3	18	16	36	49	57	77	54	47	29	7	6	2	6	416
09:00	0	2	1	3	7	5	2	17	8	11	4	4	4	1	3	1	73
09:15	2	6	4	3	11	12	11	12	12	5	3	3	3	0	1	2	90
09:30	0	0	1	2	5	9	4	4	18	6	7	4	0	1	0	0	61
09:45	0	0	2	1	2	7	10	13	7	13	6	8	4	1	1	2	77
	2	8	8	9	25	33	27	46	45	35	20	19	11	3	5	5	301
10:00	0	4	3	0	4	4	8	17	4	12	10	11	1	4	1	2	85
10:15	0	1	3	3	8	11	10	11	16	15	4	3	1	0	0	3	89
10:30	1	0	1	2	3	11	9	12	17	6	2	5	3	0	0	2	74
10:45	1	0	1	4	9	9	13	11	11	5	5	6	3	0	0	1	79
	2	5	8	9	24	35	40	51	48	38	21	25	8	4	1	8	328
11:00	1	2	2	3	4	9	9	15	11	7	9	0	5	0	0	2	79
11:15	0	1	2	3	7	11	18	15	10	11	8	3	1	3	0	1	97
11:30	1	4	5	3	1	5	8	8	18	7	4	5	5	2	0	1	78
11:45	1	3	3	5	7	8	12	12	15	7	6	6	2	3	0	1	93
	3	10	12	14	19	33	47	50	54	32	28	14	13	7	0	5	347
Total	12	31	42	75	124	218	269	311	342	245	180	126	63	31	13	34	2126

Page 8

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, 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	90
12:45	1	4	2	1	3	8	14	17	10	12	4	5	0	5	1	1	88
	2	6	8	9	17	30	43	49	49	32	30	15	7	8	4	6	319
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	30	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	8	9	1	2	3	2	96
	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	18	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	68	54	49	18	12	11	6	13	438
16:00	0	0	7	4	2	7	9	18	21	24	7	5	4	4	2	9	121
16:15	0	1	1	2	3	12	10	12	16	8	7	5	7	3	2	3	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	8	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	9	4	5	4	3	1	3	87
17:15	1	0	0	0	5	5	13	19	17	13	6	6	2	6	0	2	96
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	5	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	8	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	8	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	29
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	89	158	259	338	443	443	378	265	182	82	84	42	93	2989
Total	39	66	109	163	262	471	606	754	785	623	455	308	156	121	55	127	5119

Stats

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%

Page 1

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

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
09:00																	
09:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
09:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	1	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	4
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
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
	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
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
	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	0	0	0	1
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
	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
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
	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	3
05:00	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	4
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	3
05:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	2	9
06:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
06:15	0	1	3	0	0	1	1	0	0	1	0	0	0	0	0	2	9
06:30	1	0	1	2	3	0	0	1	0	0	0	0	0	0	0	2	10
06:45	4	2	2	1	1	1	1	0	1	0	0	0	0	0	0	7	20
	5	3	6	4	5	2	2	1	1	1	0	0	0	0	0	11	41
07:00	0	2	0	3	5	2	1	2	2	0	0	0	0	0	0	2	19
07:15	3	3	4	4	2	5	1	1	0	0	0	0	0	0	0	5	28
07:30	5	10	12	5	2	0	0	0	2	0	0	0	0	0	0	4	40
07:45	3	7	5	11	2	1	3	0	0	0	0	0	0	0	0	7	39
	11	22	21	23	11	8	5	3	4	0	0	0	0	0	0	18	126
08:00	4	3	6	3	3	7	3	3	0	0	0	0	0	0	0	8	40
08:15	3	1	2	5	0	9	2	1	0	0	0	0	0	0	0	7	30
08:30	3	4	7	3	0	5	1	1	1	0	0	0	0	0	0	5	30
08:45	2	4	1	7	4	9	1	2	1	0	0	0	0	0	0	5	36
	12	12	16	18	7	30	7	7	2	0	0	0	0	0	0	25	136
09:00	7	6	2	5	6	2	2	1	0	0	0	0	0	0	0	12	43
09:15	4	4	1	2	5	3	3	6	0	0	0	0	0	0	0	5	33
09:30	4	5	1	2	2	2	4	0	0	0	0	0	0	0	0	2	22
09:45	3	2	0	4	0	7	6	3	0	2	0	0	0	0	0	6	33
	18	17	4	13	13	14	15	10	0	2	0	0	0	0	0	25	131
10:00	6	4	0	4	4	1	2	5	1	1	0	0	0	0	0	5	33
10:15	2	5	2	5	6	5	2	9	2	0	0	0	0	0	0	3	35
10:30	5	2	1	4	1	5	4	1	0	0	0	0	0	0	0	4	27
10:45	4	9	7	5	1	8	2	0	1	1	0	0	0	0	0	3	41
	17	18	10	18	12	17	10	15	4	2	0	0	0	0	0	15	136
11:00	1	4	7	3	5	5	4	3	3	0	0	0	0	0	0	9	43
11:15	3	3	8	7	6	7	2	3	1	0	0	0	0	0	0	4	45
11:30	1	2	8	1	3	8	3	1	1	0	0	0	0	0	0	11	40
11:45	4	6	4	6	1	4	3	3	2	0	0	0	0	0	0	1	34
	9	15	29	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

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

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	6	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
	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	6	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
	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	3	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	8	3	7	1	6	0	1	1	0	0	0	0	5	39
	7	17	28	28	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
	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
	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	6	4	5	1	2	1	0	0	0	0	0	0	6	41
17:45	0	5	0	10	3	4	2	3	1	1	1	0	0	0	0	5	48
	13	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
	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
	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
	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
	4	1	6	5	4	3	2	7	2	1	0	2	0	0	0	3	40
22:00	1	1	3	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
	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	3
23:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	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	280	343	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%

Page 3

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

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
09/25/2																	
3	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
	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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
	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
04:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
04:15	1	0	1	0	0	0	0	0	0	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
	2	0	1	0	1	0	0	0	1	0	0	1	0	0	0	0	6
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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
	2	2	4	3	2	2	0	2	0	1	0	0	0	0	0	2	20
06:00	1	1	4	0	3	2	2	1	1	0	0	0	0	0	0	0	15
06:15	0	0	0	0	0	1	0	1	1	1	0	0	0	0	0	3	7
06:30	0	1	1	4	4	3	4	3	2	0	0	0	0	0	0	0	22
06:45	1	0	4	1	3	4	4	2	0	0	1	0	0	0	0	3	23
	2	2	9	5	10	10	10	7	4	1	1	0	0	0	0	6	67
07:00	3	1	4	2	6	3	0	3	0	1	0	0	0	0	0	4	27
07:15	0	3	1	1	4	2	1	3	0	1	1	1	0	0	0	12	30
07:30	3	4	12	6	3	6	3	4	1	0	1	0	0	0	0	7	52
07:45	11	13	13	12	4	8	3	3	1	1	0	0	0	0	0	14	82
	17	21	30	21	17	21	7	13	2	3	2	1	0	0	0	36	191
08:00	5	6	10	7	7	6	3	3	3	1	0	0	0	0	0	12	63
08:15	6	4	9	3	3	6	1	6	1	1	0	0	1	0	0	7	48
08:30	8	3	6	7	1	3	4	2	2	1	0	0	0	0	0	6	43
08:45	5	4	3	4	2	5	3	2	3	0	0	0	0	0	0	6	37
	24	17	28	21	13	20	11	13	9	3	0	0	1	0	0	31	191
09:00	4	6	5	0	3	3	6	0	1	0	0	0	0	0	0	15	45
09:15	5	3	1	6	1	3	1	4	2	1	0	1	0	0	0	6	34
09:30	3	5	2	2	2	3	2	2	1	0	0	0	0	0	0	13	35
09:45	2	4	4	4	6	3	1	4	0	0	0	0	0	0	0	9	42
	14	20	12	12	12	17	10	10	4	1	0	1	0	0	0	43	156
10:00	3	0	4	2	4	4	6	0	2	0	0	0	0	0	0	5	30
10:15	2	2	6	4	6	5	2	2	0	1	1	0	0	0	0	10	41
10:30	4	3	7	5	3	3	1	0	1	0	0	0	0	0	0	2	29
10:45	7	7	3	3	4	2	4	3	0	0	0	0	0	0	0	5	38
	16	12	20	14	17	13	13	5	3	1	1	0	0	0	0	22	137
11:00	8	2	2	2	1	3	1	2	0	1	0	0	0	0	0	12	32
11:15	1	3	4	4	1	2	5	1	1	1	0	0	0	0	0	9	32
11:30	7	4	6	1	3	7	1	1	0	2	0	0	0	0	0	15	47
11:45	4	2	0	2	3	3	2	2	0	0	0	2	0	0	0	9	35
	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	819

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

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	33
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
	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
	17	11	20	16	11	11	6	3	3	1	0	0	0	0	0	29	128
14:00	4	15	7	4	4	2	2	3	0	0	0	0	0	0	0	6	47
14:15	4	8	6	8	2	2	3	2	0	1	2	0	0	0	0	10	48
14:30	1	4	4	3	6	5	1	4	0	0	0	0	0	0	0	7	39
14:45	3	3	4	4	1	8	5	4	2	1	0	0	0	0	0	6	38
	12	28	21	17	13	15	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	0	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	5	0	1	0	0	0	0	0	6	35
	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
	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
	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
	9	9	12	6	11	21	7	13	5	1	1	2	0	0	0	20	117
19:00	0	5	1	1	0	5	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
	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
	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
	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
	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
	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	4
Total	106	121	113	124	86	136	74	76	28	20	11	3	1	0	0	177	1074
Total	199	207	236	210	166	234	134	133	52	34	15	6	2	0	0	353	1983

Stats

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	52.6%
Number of Vehicles > 55 MPH	0
Percent of Vehicles > 55 MPH	0.0%

Page 5

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

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
09:00																	
3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
09:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
	1	1	0	2	0	0	0	1	0	0	0	0	0	0	0	1	6
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	3
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
	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
03:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	0	0	0	1	0	2	0	1	0	0	0	0	0	0	0	0	4
04:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
04:15	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	4
04:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
04:45	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	2	0	1	1	1	1	0	0	1	0	0	1	0	0	0	1	9
05:00	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	1	5
05:15	1	1	0	1	0	1	0	0	0	1	0	0	0	0	0	1	6
05:30	0	1	2	1	2	1	0	1	0	0	0	0	0	0	0	1	9
05:45	1	0	3	1	1	1	0	1	0	0	0	0	0	0	0	1	9
	3	3	5	4	3	3	1	2	0	1	0	0	0	0	0	4	29
06:00	1	1	4	1	4	2	2	1	1	0	0	0	0	0	0	0	17
06:15	0	1	3	0	0	2	1	1	1	2	0	0	0	0	0	5	16
06:30	1	1	2	6	7	3	4	4	2	0	0	0	0	0	0	2	32
06:45	5	2	6	2	4	5	5	2	1	0	1	0	0	0	0	10	43
	7	5	15	9	15	12	12	8	5	2	1	0	0	0	0	17	109
07:00	3	3	4	5	11	5	1	5	2	1	0	0	0	0	0	6	46
07:15	3	6	5	5	6	7	2	4	0	1	1	1	0	0	0	17	58
07:30	8	14	24	11	5	8	3	4	3	0	1	0	0	0	0	11	92
07:45	14	20	18	23	6	9	6	3	1	1	0	0	0	0	0	20	121
	28	43	51	44	28	29	12	16	6	3	2	1	0	0	0	54	317
08:00	9	8	16	10	10	13	6	6	3	1	0	0	0	0	0	20	103
08:15	9	5	11	8	3	15	3	7	1	1	0	0	1	0	0	14	78
08:30	11	7	13	10	1	8	5	3	3	1	0	0	0	0	0	11	73
08:45	7	6	4	11	6	14	4	4	4	0	0	0	0	0	0	11	73
	36	26	44	39	20	50	18	20	11	3	0	0	1	0	0	56	327
09:00	11	14	7	5	9	5	8	1	1	0	0	0	0	0	0	27	88
09:15	9	7	2	8	6	6	4	10	2	1	0	1	0	0	0	11	67
09:30	7	10	3	4	4	5	6	2	1	0	0	0	0	0	0	15	57
09:45	5	6	4	8	6	15	7	7	0	2	0	0	0	0	0	35	75
	32	37	16	25	25	31	25	20	4	3	0	1	0	0	0	88	287
10:00	9	4	4	6	8	5	8	5	3	1	0	0	0	0	0	10	63
10:15	4	5	8	7	12	8	4	11	2	1	1	0	0	0	0	13	76
10:30	9	5	8	9	4	7	5	1	1	0	0	0	0	0	0	6	55
10:45	11	16	10	6	5	10	8	3	1	1	0	0	0	0	0	8	79
	33	30	30	28	29	30	25	20	7	3	1	0	0	0	0	37	273
11:00	7	8	9	5	8	8	5	5	2	1	0	0	0	0	0	21	79
11:15	4	6	13	11	7	9	7	4	2	1	0	0	0	0	0	13	77
11:30	8	6	14	2	6	16	4	2	1	2	0	0	0	0	0	25	87
11:45	8	6	10	8	4	7	6	5	2	0	0	2	0	0	0	10	68
	27	26	46	26	23	40	22	16	7	4	0	2	0	0	0	70	309
Total	169	175	210	181	144	198	112	104	41	19	4	5	1	0	0	309	1672

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

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	9	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
	32	30	36	36	36	45	17	15	10	3	0	1	1	0	0	42	304
13:00	7	5	10	6	6	8	1	1	2	1	0	1	0	0	0	14	62
13:15	7	7	11	7	4	14	3	8	1	1	0	0	0	0	0	6	71
13:30	10	7	14	8	9	9	3	3	0	1	0	0	0	0	0	20	84
13:45	15	10	13	12	11	9	5	5	1	1	0	0	0	0	0	17	99
	39	29	48	33	30	40	12	17	4	4	0	1	0	0	0	59	316
14:00	7	18	14	7	13	9	6	3	0	0	0	1	0	0	0	10	88
14:15	5	13	17	13	5	6	4	3	0	2	2	0	0	0	0	14	86
14:30	3	8	10	13	14	10	5	7	0	0	0	0	0	0	0	10	78
14:45	4	6	8	10	4	13	8	10	2	2	1	0	0	0	0	11	77
	19	45	49	43	36	40	21	23	3	4	3	1	0	0	0	45	329
15:00	7	6	7	7	7	10	6	3	2	2	0	0	0	0	0	8	65
15:15	6	8	5	10	8	9	1	5	2	1	1	0	0	0	0	6	64
15:30	5	11	8	8	14	11	7	5	2	1	1	0	0	0	0	13	86
15:45	7	11	10	10	9	10	6	10	3	1	0	0	0	0	0	12	89
	27	36	30	35	38	40	20	23	9	5	2	0	0	0	0	39	304
16:00	7	15	10	10	9	14	8	5	2	2	0	0	0	0	0	11	93
16:15	7	9	5	14	9	18	18	4	2	2	0	1	0	0	0	7	96
16:30	5	8	9	10	10	8	10	3	1	0	0	0	0	0	0	6	70
16:45	3	4	8	5	3	15	6	5	2	0	4	0	0	0	0	6	61
	22	36	32	39	31	55	42	17	7	4	4	1	0	0	0	30	320
17:00	9	4	8	12	6	18	8	4	2	3	2	0	0	0	0	6	82
17:15	10	10	12	5	5	14	6	6	3	3	2	1	0	0	0	5	82
17:30	2	10	5	14	6	12	2	5	2	0	0	0	0	0	0	15	73
17:45	7	11	14	13	4	6	2	4	1	3	1	0	0	0	0	10	78
	28	35	39	44	21	52	18	19	8	9	5	1	0	0	0	36	315
18:00	3	6	7	3	7	10	4	6	1	2	2	0	0	0	0	8	59
18:15	11	7	8	5	4	11	8	6	1	0	0	1	0	0	0	5	68
18:30	7	7	12	3	6	11	4	8	5	1	0	2	0	0	0	11	77
18:45	4	7	9	11	7	20	5	4	1	0	1	0	0	0	0	12	81
	25	27	37	22	24	52	21	24	9	3	3	3	0	0	0	36	285
19:00	3	10	7	5	10	8	7	5	1	0	0	0	0	0	0	7	63
19:15	4	8	3	7	5	5	6	1	1	0	0	0	0	0	0	11	49
19:30	6	3	5	8	3	6	1	3	0	2	0	0	0	0	0	6	43
19:45	1	4	2	7	1	1	1	1	3	1	0	0	0	0	0	6	28
	14	23	17	27	19	20	15	10	5	3	0	0	0	0	0	30	183
20:00	3	4	5	12	3	5	0	2	0	0	0	0	0	0	0	4	38
20:15	4	2	4	4	1	6	1	1	0	0	0	0	0	0	0	9	32
20:30	4	1	4	1	4	4	3	2	2	0	0	0	0	0	0	0	25
20:45	0	2	3	2	4	4	1	1	0	0	0	0	0	0	0	7	25
	11	9	16	20	12	19	5	6	2	0	0	0	0	0	0	20	120
21:00	1	0	0	1	1	3	1	2	1	0	0	0	0	0	0	0	10
21:15	2	1	2	5	1	1	0	1	0	1	0	2	0	0	0	2	18
21:30	3	1	1	1	1	0	1	5	0	0	0	0	0	0	0	2	15
21:45	1	1	3	0	2	1	0	2	1	0	1	0	0	0	0	0	12
	7	3	6	7	5	5	2	10	2	1	1	2	0	0	0	4	55
22:00	1	1	3	1	1	3	2	0	0	0	0	0	0	0	0	2	14
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	1	5
22:45	1	0	0	3	0	0	0	1	0	0	0	0	0	0	0	2	13
	3	4	5	5	3	11	3	2	0	0	1	0	0	0	0	6	43
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	1	0	0	0	1	0	0	0	0	0	1	4
23:45	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	3
	3	0	4	2	1	2	1	0	0	1	1	0	0	0	0	2	17
Total	239	275	319	313	256	381	177	166	57	37	20	10	1	0	0	349	2591
Total	399	450	529	494	400	579	269	270	90	56	24	15	2	0	0	658	4263

Stats

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%

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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	1	29	32	35	38	41	44	47	50	53	56	59	62	65	
Time	28	31	34	37	40	43	46	49	52	55	58	61	64	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	97
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	38	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	6	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	66	51	44	11	4	6	0	0	279
09:15	0	7	3	2	26	67	62	43	29	19	5	0	1	0	282
09:30	0	0	2	2	4	38	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	19	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	81	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	626	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	1	29	32	35	38	41	44	47	50	53	56	59	62	65	
Time	28	31	34	37	40	43	46	49	52	55	58	61	64	9999	Total
12 PM	6	0	0	8	17	72	91	76	33	13	6	4	0	0	325
12:15	9	0	0	8	30	52	83	70	33	23	6	4	3	3	323
12:30	0	0	0	6	30	60	96	95	43	13	6	0	1	0	341
12:45	0	1	9	21	46	95	76	56	35	11	5	0	0	0	354
	15	1	9	43	123	279	346	297	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	16	0	0	0	1328
14:00	2	0	2	11	81	79	72	67	38	22	2	1	1	2	370
14:15	5	0	2	9	18	68	93	65	22	11	11	7	1	0	314
14:30	7	0	6	16	52	80	92	68	28	18	2	0	0	0	368
14:45	1	5	3	4	22	74	95	81	50	8	2	9	3	0	357
	15	5	12	40	174	302	352	281	138	59	17	17	5	2	1399
15:00	4	0	4	14	49	76	80	72	39	9	1	1	0	0	359
15:15	1	2	1	2	47	57	82	62	38	9	0	3	1	1	295
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	48	89	95	55	22	3	3	0	2	2	367
16:15	0	7	17	13	55	83	69	62	14	7	2	0	0	0	319
16:30	2	0	0	4	36	56	69	53	37	15	6	1	0	0	279
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	60	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	60	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	8	4	4	0	1	274
	2	6	28	72	147	277	257	179	116	38	19	11	7	2	1162
19:00	0	0	4	12	27	66	60	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	36	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	6	6	18	35	30	30	19	5	3	4	1	0	157
20:45	0	0	1	3	12	36	48	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	8	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	9	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	18	52	51	46	24	13	7	2	2	237
Total	72	46	162	479	1436	2682	2971	2271	1237	442	190	79	28	22	12016
Grand Total	88	66	242	719	2072	3738	4462	3672	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%

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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	1	29	32	35	38	41	44	47	50	53	56	59	62	65	
Time	28	31	34	37	40	43	46	49	52	55	58	61	64	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
	2	0	0	0	0	5	5	6	15	18	14	13	11	14	103
01:00	0	0	0	0	0	1	0	1	0	2	0	0	0	1	5
01:15	0	0	0	0	0	0	0	0	0	0	2	0	1	6	9
01:30	0	0	0	0	0	0	0	0	1	1	2	0	0	0	4
01:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3
	0	0	0	0	0	1	0	1	3	4	4	0	1	7	21
02:00	0	0	0	0	0	0	1	1	0	0	3	0	1	0	6
02:15	0	0	0	0	0	0	0	2	3	1	0	1	1	0	8
02:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
02:45	0	0	0	0	0	2	0	0	0	1	0	0	1	0	4
	0	0	0	0	0	2	1	3	5	2	3	1	3	0	20
03:00	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
03:15	0	0	0	0	0	0	1	0	0	1	1	0	0	0	3
03:30	0	0	0	0	2	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
	0	0	0	0	3	0	1	5	2	2	2	0	0	0	15
04:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
04:15	0	0	2	0	0	0	0	2	1	0	1	0	0	0	6
04:30	0	0	0	2	0	2	0	2	0	0	2	2	1	1	12
04:45	0	0	0	0	0	0	2	4	4	4	0	2	0	3	19
	0	0	2	2	2	2	2	8	5	4	3	4	1	4	39
05:00	0	2	2	0	0	0	2	0	1	3	3	1	0	0	14
05:15	0	0	0	3	5	6	4	5	3	1	2	1	1	4	35
05:30	0	0	0	0	1	2	4	4	2	4	4	1	2	5	29
05:45	0	0	0	0	1	2	6	12	8	8	5	2	1	4	49
	0	2	2	3	7	10	16	21	14	16	14	5	4	13	126
06:00	0	0	1	1	0	4	5	4	12	10	2	3	2	2	46
06:15	0	0	0	0	4	0	2	16	13	11	6	6	1	2	59
06:30	0	0	2	4	4	5	7	10	12	14	6	5	4	4	77
06:45	0	0	0	1	5	23	21	23	10	18	11	8	2	3	125
	0	0	3	6	13	32	36	52	47	53	24	22	9	11	307
07:00	0	0	0	5	9	11	16	26	18	17	10	6	0	1	119
07:15	2	2	3	7	11	16	40	24	19	16	8	2	1	5	156
07:30	0	0	3	3	10	22	27	34	28	28	17	4	3	1	181
07:45	0	0	1	4	11	25	23	45	38	25	16	14	7	3	212
	2	2	7	19	41	74	106	129	104	87	50	26	11	10	668
08:00	0	0	1	3	11	21	36	57	22	22	13	14	9	5	214
08:15	0	2	2	1	11	26	48	41	36	24	13	4	3	3	215
08:30	7	0	2	6	3	16	53	32	37	25	16	7	3	2	209
08:45	0	0	2	11	7	17	52	29	38	43	17	9	5	0	229
	7	2	7	21	32	80	190	159	133	114	59	33	20	10	867
09:00	2	0	0	3	12	25	66	61	35	21	27	9	5	3	259
09:15	0	2	5	8	18	31	33	59	57	30	13	7	2	3	268
09:30	5	0	3	7	17	35	43	37	41	25	12	13	6	2	246
09:45	5	0	2	3	17	25	69	40	28	31	20	10	3	3	246
	12	2	10	21	64	116	201	187	161	107	72	39	16	11	1019
10:00	2	1	9	6	14	37	67	64	58	25	16	6	2	1	306
10:15	3	3	1	5	24	46	41	45	54	36	22	10	2	3	295
10:30	0	0	10	8	21	26	58	63	40	25	17	14	3	1	287
10:45	2	0	0	14	17	51	57	70	41	26	20	15	4	5	322
	7	4	20	33	76	160	224	242	181	112	75	45	11	10	1210
11:00	0	0	2	7	21	37	53	61	35	25	14	11	4	0	270
11:15	0	0	2	6	21	45	58	43	52	30	28	9	6	1	303
11:30	0	0	2	1	22	48	67	55	54	33	14	2	3	1	302
11:45	2	0	1	4	32	57	61	61	64	41	13	4	3	3	346
	2	0	7	18	96	187	240	220	206	129	70	26	16	5	1221
Total	32	12	58	123	334	669	1020	1033	885	648	390	214	105	95	5616

Page 2

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	1	29	32	35	38	41	44	47	50	53	56	59	62	65	
Time	28	31	34	37	40	43	46	49	52	55	58	61	64	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	36	67	69	42	24	13	6	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	169	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	6	9	7	38	56	68	66	62	30	22	10	3	364
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	16	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	18	5	2	1	333
	0	3	6	29	122	218	286	254	195	148	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	38	75	83	55	44	24	15	7	7	365
17:45	0	0	2	21	41	62	64	80	36	27	13	6	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	18	38	41	69	51	32	12	7	1	2	278
18:45	0	1	3	3	13	44	69	52	30	29	14	5	1	2	266
	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	8	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	19	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	79	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	38	71	273	810	1463	2056	2242	1886	1527	882	419	190	171	12040
Grand Total	44	51	129	396	1144	2132	3076	3275	2770	2175	1272	633	283	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%

Page 1

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

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
10/21/1															
9	2	1	0	0	2	2	0	1	0	0	0	0	0	0	8
00:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
00:30	0	0	2	0	0	2	1	0	1	0	0	0	0	0	6
00:45	0	3	0	0	0	0	2	0	0	1	1	2	0	0	9
	2	4	2	0	2	4	3	1	2	1	1	2	0	0	24
01:00	0	4	2	0	0	0	2	0	0	0	0	0	0	0	8
01:15	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	6	2	0	0	0	2	0	0	0	1	0	0	2	14
02:00	2	0	0	1	1	0	0	0	0	0	0	0	0	0	4
02:15	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
02:30	2	2	0	0	2	0	2	0	0	0	0	0	0	0	8
02:45	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
	4	2	0	1	7	0	2	0	0	0	0	0	0	0	16
03:00	0	0	2	0	0	0	0	1	0	0	0	0	0	0	3
03:15	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
03:30	3	2	0	2	1	0	0	0	2	0	1	0	0	0	11
03:45	1	1	0	2	2	0	0	0	0	0	0	0	0	0	6
	4	3	3	4	3	1	0	1	2	0	1	0	0	0	22
04:00	0	0	0	0	0	4	2	2	0	0	0	0	0	0	8
04:15	0	0	2	0	0	0	1	2	0	0	2	0	0	0	7
04:30	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3
04:45	2	4	4	5	6	2	0	0	0	0	2	0	0	0	25
	2	6	6	5	6	6	3	4	0	1	4	0	0	0	43
05:00	2	2	2	0	0	1	0	2	1	1	0	0	0	0	11
05:15	3	15	11	9	2	1	1	2	3	2	0	0	0	0	49
05:30	8	9	12	5	4	4	1	5	3	0	0	0	0	0	50
05:45	2	11	12	7	11	6	5	4	4	0	3	0	0	1	66
	15	36	37	21	17	12	7	13	11	3	3	0	0	1	176
06:00	9	8	10	2	0	3	6	0	4	0	0	0	0	0	42
06:15	13	11	21	10	14	6	5	4	0	3	0	0	0	1	88
06:30	12	36	10	12	7	10	13	9	8	2	0	0	0	2	120
06:45	17	37	34	18	13	6	8	4	4	0	0	0	0	0	141
	51	91	75	42	34	25	32	17	16	5	0	0	0	3	391
07:00	21	26	36	12	5	5	10	6	5	1	0	0	0	1	128
07:15	6	48	50	26	7	5	18	17	8	1	0	0	1	0	187
07:30	36	54	41	24	12	12	12	17	3	3	0	0	0	3	217
07:45	22	38	51	23	18	31	14	12	10	4	0	0	0	12	235
	85	166	178	85	42	53	54	52	26	9	0	0	1	16	767
08:00	25	42	55	33	19	17	12	10	10	5	2	0	0	8	238
08:15	31	52	41	36	25	26	18	14	4	1	0	0	0	0	248
08:30	11	74	48	23	20	14	15	11	11	3	3	0	0	4	237
08:45	26	45	56	46	17	26	21	5	2	0	0	0	0	0	244
	93	213	200	138	81	83	66	40	27	9	5	0	0	12	967
09:00	14	62	67	31	13	15	20	5	2	2	0	0	0	0	211
09:15	15	31	33	23	14	19	19	13	11	1	2	0	0	1	182
09:30	13	26	51	30	12	9	12	10	7	3	3	0	0	0	176
09:45	16	20	37	33	19	8	10	12	4	1	1	1	0	0	162
	58	129	178	117	58	51	61	40	24	7	6	1	0	1	731
10:00	11	29	38	20	16	27	19	9	9	2	0	0	0	0	178
10:15	28	42	30	31	20	20	9	7	3	1	1	0	0	1	194
10:30	7	48	40	27	20	19	19	5	4	0	2	0	0	2	193
10:45	9	14	28	37	12	26	15	19	6	2	0	0	0	1	169
	56	133	136	115	68	92	62	38	21	5	3	0	0	4	733
11:00	17	40	20	20	16	11	31	11	7	2	1	0	0	1	177
11:15	15	30	22	38	33	22	9	22	17	5	2	0	0	2	217
11:30	10	16	45	24	25	15	9	4	6	2	2	0	0	0	158
11:45	6	34	44	35	13	30	16	15	8	3	0	0	0	0	204
	48	120	131	117	87	78	65	52	38	12	5	0	0	3	756
Total	419	909	948	645	405	405	357	258	167	52	29	3	1	42	4640

Page 2

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

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	19	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	36	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	8	4	0	0	0	2	165
14:45	13	32	36	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	56	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	28	13	13	14	3	1	1	0	3	196
17:15	7	36	44	39	14	15	8	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	6	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	9	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	688	670	404	230	81	33	12	3	40	5932
Grand Total	739	1857	2028	1403	1060	1103	1027	662	387	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%

Page 1

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

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	6	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	6	5	2	3	3	4	0	0	0	0	0	0	25
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	8	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	6	1	0	0	0	0	0	156
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	9	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	159
11:30	0	14	29	31	39	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	138	122	69	33	19	3	1	1	0	1	644
Total	46	165	418	628	687	562	368	210	102	31	8	4	3	10	3262

Page 2

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

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	28	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	39	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	28	26	10	3	0	1	1	0	0	194
16:45	1	11	41	43	49	28	10	5	1	1	1	0	0	1	191
	6	41	119	163	163	136	96	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	39	46	19	22	14	3	0	0	0	0	0	181
	21	51	134	159	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	38	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	148	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	8	12	8	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	6	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	1384	1132	836	404	161	68	16	7	3	22	6448
Grand Total	131	471	1253	1827	2081	1684	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.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

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

DNPNICAMB
Site Code: 057-22278

Start Time	31-Mar-22 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals 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

Day: Tuesday

Interval	EB				WB				Combined			
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	

* Data File : D2310007

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

City: DANA POINT
Location: COAST HIGHWAY
Segment: COAST HIGHWAY CONNECTOR TO PALISADES DR

Date Start: 28-Mar-23

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	0	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	38	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%	

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

City: DANA POINT
Location: COAST HIGHWAY
Segment: COAST HIGHWAY CONNECTOR TO PALISADES DR

Date Start: 28-Mar-23

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	87	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	82	31	0	16	0	0	0	0	0	0	0	0	129
	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%	

Page 1

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

City: DANA POINT
Location: COAST HIGHWAY
Segment: COAST HIGHWAY CONNECTOR TO PALISADES DR

Date Start: 28-Mar-23

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	528	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%	

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

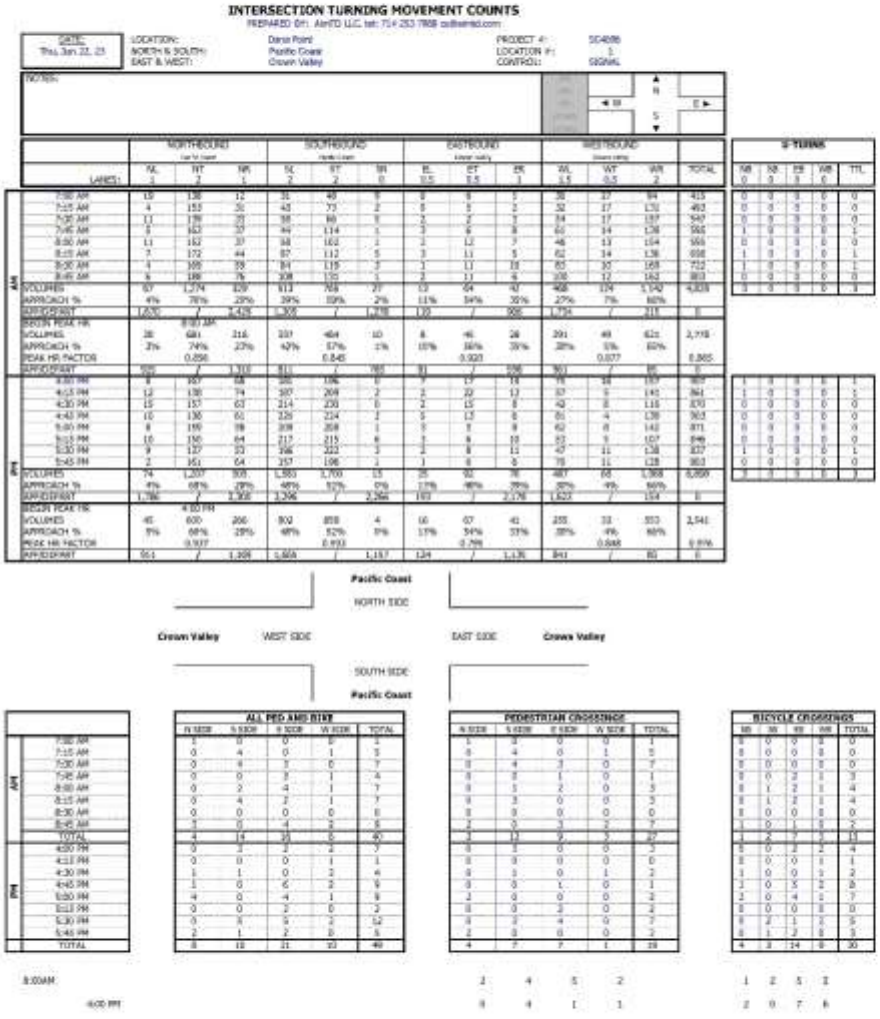
City: DANA POINT
Location: COAST HIGHWAY
Segment: COAST HIGHWAY CONNECTOR TO PALISADES DR

Date Start: 28-Mar-23

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	38	46	1	10	0	1	2	0	0	0	0	0	98
14:15	0	41	69	0	10	0	0	1	0	0	0	0	0	121
14:30	0	38	39	1	23	2	0	1	0	0	0	0	0	102
14:45	0	47	68	0	11	0	0	1	0	0	0	0	0	135
	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	48	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	8	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: AlerTO LLC tel: 714 253 7808 ca@alerto.com

DATE: Thu, Jan 22, 25

LOCATION: Dana Point
NORTH & SOUTH: Pacific Coast
EAST & WEST: Crown Valley

PROJECT #: SO4086
LOCATION #: 1
CONTROL: SIGNAL

NOTES:

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				0 YEARS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	1	2	1	2	2	0	0.5	1.5	1	1.5	0.5	2		0	0	0	0	0
7:00 AM	19	138	12	31	48	9	8	8	5	38	17	94	415	0	0	0	0	0
7:15 AM	4	153	31	43	77	2	5	5	2	32	17	131	482	0	0	0	0	0
7:30 AM	11	178	23	38	89	9	2	2	7	34	17	137	547	0	0	0	0	0
7:45 AM	8	163	37	44	114	1	3	6	8	61	14	126	586	1	0	0	0	1
8:00 AM	11	163	37	38	163	1	2	12	7	46	13	154	655	0	0	0	0	0
8:15 AM	7	172	44	67	112	5	3	11	5	62	14	138	668	1	0	0	0	1
8:30 AM	4	169	28	84	135	2	2	11	13	65	10	169	712	1	0	0	0	1
8:45 AM	6	198	76	108	130	1	2	11	6	100	12	162	803	0	0	0	0	0
VOLUMES	67	1,274	429	613	768	27	13	64	43	468	124	1,142	4,828	3	0	0	0	3
APPROACH %	4%	76%	25%	39%	59%	2%	11%	54%	36%	27%	7%	66%						
APP/DEPART	1,630	/	1,428	1,308	/	1,218	120	/	986	1,734	/	215	0					
BEGIN PEAK HR		8:00 AM																
VOLUMES	28	684	216	337	464	10	8	46	28	291	49	621	2,719					
APPROACH %	3%	74%	23%	42%	57%	1%	10%	56%	34%	38%	5%	65%						
PEAK HR FACTOR		0.856			0.845			0.920			0.877		0.865					
APP/DEPART	928	/	1,310	811	/	785	82	/	696	961	/	85	0					
3:00 PM	8	167	68	186	196	0	3	17	14	57	18	169	897	1	0	0	0	1
4:15 PM	12	138	74	197	209	2	2	22	12	67	5	143	861	1	0	0	0	1
4:30 PM	15	157	67	214	230	0	2	15	8	42	8	116	870	0	0	0	0	0
4:45 PM	10	136	61	226	214	2	5	13	6	61	4	138	865	0	0	0	0	0
5:00 PM	8	155	78	208	208	1	3	7	8	62	8	142	871	0	0	0	0	0
5:15 PM	10	156	64	217	215	0	2	8	10	63	5	157	896	0	0	0	0	0
5:30 PM	9	127	53	196	223	2	2	8	11	47	11	138	827	0	0	0	0	0
5:45 PM	2	163	64	217	196	0	1	6	8	78	11	128	863	0	0	0	0	0
VOLUMES	74	1,337	505	1,583	1,700	13	25	92	76	487	68	1,368	8,950	2	0	0	0	2
APPROACH %	4%	68%	28%	48%	52%	0%	17%	48%	35%	26%	4%	66%						
APP/DEPART	1,786	/	1,308	3,296	/	2,266	193	/	2,178	1,923	/	154	0					
BEGIN PEAK HR		4:00 PM																
VOLUMES	45	600	266	802	858	4	10	67	41	255	33	553	2,541					
APPROACH %	5%	68%	28%	48%	52%	0%	11%	54%	33%	28%	4%	66%						
PEAK HR FACTOR		0.937			0.933			0.799			0.848		0.916					
APP/DEPART	911	/	1,308	1,664	/	1,157	124	/	1,136	841	/	80	0					

Pacific Coast
NORTH SIDE

Crown Valley — WEST SIDE — EAST SIDE — Crown Valley

SOUTH SIDE
Pacific Coast

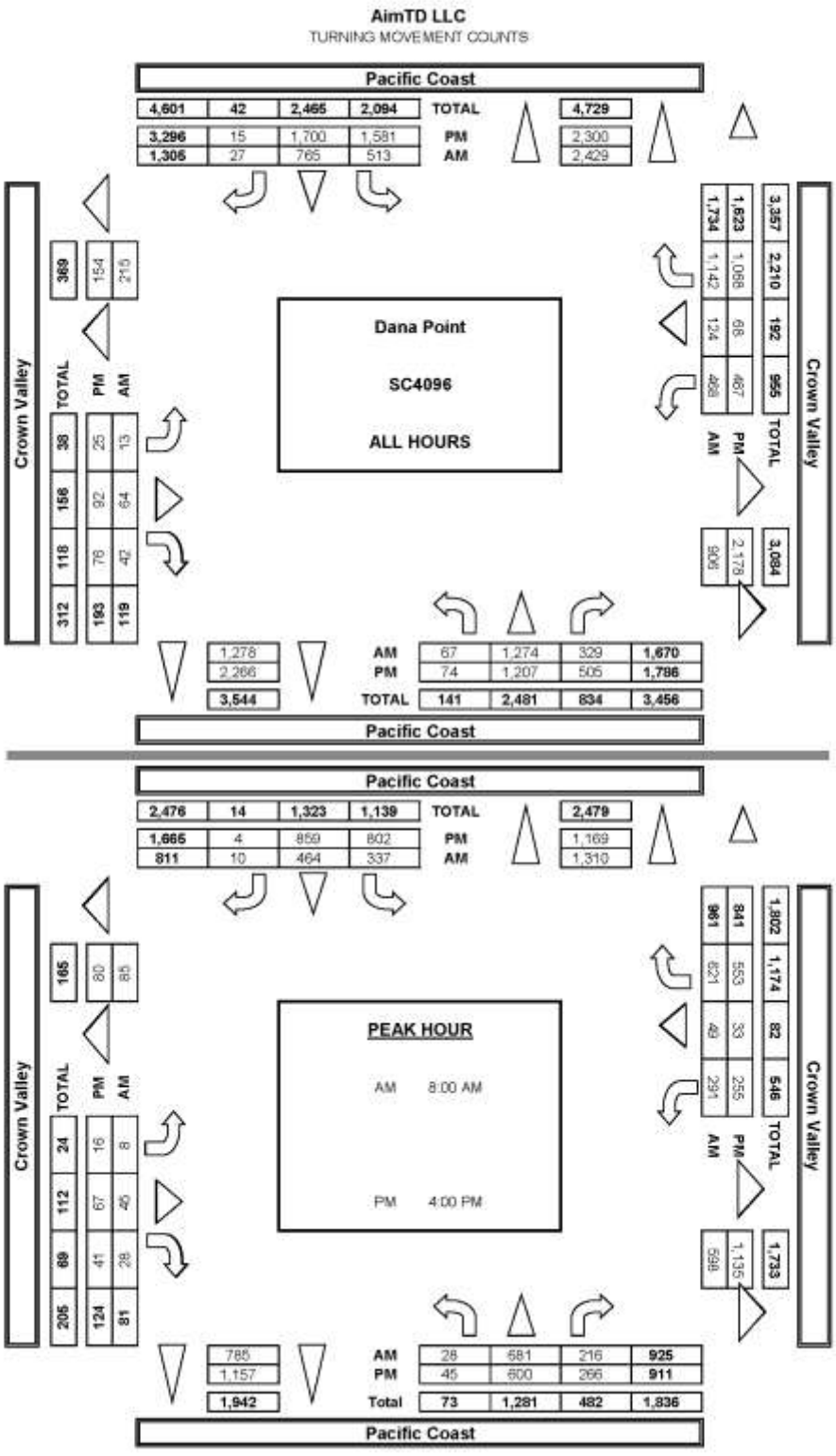
	ALL PED AND BIKE				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	1	0	0	0	1
7:15 AM	0	4	0	1	5
7:30 AM	0	4	3	0	7
7:45 AM	0	0	3	1	4
8:00 AM	0	2	4	1	7
8:15 AM	0	4	2	1	7
8:30 AM	0	0	0	0	0
8:45 AM	3	0	4	2	9
TOTAL	4	14	16	6	40
4:00 PM	0	3	2	2	7
4:15 PM	0	0	0	1	1
4:30 PM	1	1	0	2	4
4:45 PM	1	0	6	2	9
5:00 PM	4	0	4	1	9
5:15 PM	0	0	2	0	2
5:30 PM	0	3	9	2	12
5:45 PM	2	1	2	0	5
TOTAL	8	10	31	10	49

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	1	0	0	0	1
7:15 AM	0	4	0	1	5
7:30 AM	0	4	3	0	7
7:45 AM	0	0	1	0	1
8:00 AM	0	1	2	0	3
8:15 AM	0	3	0	0	3
8:30 AM	0	0	0	0	0
8:45 AM	2	0	3	2	7
TOTAL	3	12	9	3	27
4:00 PM	0	3	0	0	3
4:15 PM	0	0	0	0	0
4:30 PM	0	1	0	1	2
4:45 PM	0	0	1	0	1
5:00 PM	1	0	0	0	1
5:15 PM	0	0	2	0	2
5:30 PM	0	3	4	0	7
5:45 PM	2	0	0	0	2
TOTAL	3	7	7	1	18

	BICYCLE CROSSINGS				
	NB	SB	EB	WB	TOTAL
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	2	1	3
8:00 AM	0	1	2	1	4
8:15 AM	0	1	2	1	4
8:30 AM	0	0	0	0	0
8:45 AM	1	0	1	0	2
TOTAL	1	2	7	3	13
4:00 PM	0	0	2	2	4
4:15 PM	0	0	0	1	1
4:30 PM	1	0	0	1	2
4:45 PM	1	0	0	0	1
5:00 PM	1	0	4	2	7
5:15 PM	0	0	0	0	0
5:30 PM	0	2	1	0	3
5:45 PM	0	1	2	0	3
TOTAL	4	3	14	6	30

8:00AM — 2 4 5 2 — 1 2 5 3

4:00 PM — 3 4 1 1 — 2 0 7 6


AimTD LLC
TURNING MOVEMENT COUNTS
Pacific Coast
4,601 42 2,465 2,094 TOTAL 4,729
3,296 15 1,700 1,581 PM 2,300
1,305 27 765 513 AM 2,429
Crown Valley
369 154 215 TOTAL
312 193 119 PM
38 25 13
156 92 64
118 76 42
AM
Dana Point
SC4096
ALL HOURS
3,357 2,210 192 955 TOTAL
1,623 1,088 68 467 PM
1,734 1,142 124 468 AM
3,084 2,178 906
1,278 2,266 3,544
AM 67 1,274 329 1,670
PM 74 1,207 505 1,796
TOTAL 141 2,481 834 3,456
Pacific Coast
Pacific Coast
2,476 14 1,323 1,139 TOTAL 2,479
1,665 4 859 802 PM 1,169
811 10 464 337 AM 1,310
Crown Valley
165 80 85 TOTAL
205 124 81 PM
24 16 8
112 67 45
89 41 28
AM
PEAK HOUR
AM 8:00 AM
PM 4:00 PM
1,802 1,174 82 548 TOTAL
961 621 49 291 PM
841 553 33 255 AM
1,733 1,135 598
785 1,157 1,942
AM 28 681 216 925
PM 45 600 266 911
Total 73 1,281 482 1,836
Pacific Coast

INTERSECTION TUR

PREPARED BY: AimTD LL

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

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

		NORTHBOUND Pacific Coast			SOUTHBOUNI 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
	APPROACH %	4%	73%	23%	41%	58%
	PEAK HR FACTOR		0.877			0.840
	APP/DEPART	979	/	1,375	862	/
PM	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	/



Crown Valley WEST SIDE



:NING MOVEMENT COUNTS

.C. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4096
LOCATION #: 1
CONTROL: SIGNAL

				AM		▲ N	
5	6			PM			
2	2			MD	◄ W		E ►
				OTHER		S	
				OTHER		▼	

D	EASTBOUND Crown Valley			WESTBOUND Crown Valley			
SR	EL	ET	ER	WL	WT	WR	TOTAL
0	0.5	0.5	1	1.5	0.5	2	
11	0	7	1	33	31	98	447
2	0	5	3	32	19	138	527
6	3	2	4	57	19	164	583
1	4	6	11	62	20	146	643
1	2	13	8	48	16	160	628
6	3	13	6	63	16	141	698
3	1	14	10	84	15	176	764
1	3	12	6	102	20	173	850
30	15	71	47	479	154	1,195	5,139
2%	11%	53%	35%	26%	8%	65%	
1,357	133	/	955	1,827	/	263	0
11	9	51	29	296	66	649	2,940
1%	10%	58%	33%	29%	7%	64%	
		0.885			0.859		0.865
822	89	/	632	1,011	/	111	0
0	8	20	16	77	17	159	941
2	2	28	13	58	5	144	897
0	3	17	9	43	9	117	893
2	5	14	6	83	4	141	928
1	4	6	9	63	8	143	882
7	3	7	10	53	5	108	858
3	2	11	11	48	11	139	850
1	1	6	6	71	11	130	813
16	27	106	80	495	70	1,079	7,062
0%	13%	50%	38%	30%	4%	66%	

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

Pacific Coast

NORTH SIDE

EAST SIDE **Crown Valley**

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

CLASS 1: PASSENGER VEHICLES

NOTES:

N ▲ | ◄ W | E ► | S ▼

		NORTHBOUND (Pacific Coast)			SOUTHBOUND (Pacific Coast)			EASTBOUND (Crown Valley)			WESTBOUND (Crown Valley)				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	13	127	12	29	43	7	0	5	1	28	23	89	377	0	0	0	0	0
	7:15 AM	3	136	28	42	63	2	0	5	1	32	13	120	445	0	0	0	0	0
	7:30 AM	11	123	31	51	61	3	1	2	2	48	14	147	494	0	0	0	0	0
	7:45 AM	5	147	35	43	96	1	2	6	6	60	7	126	534	1	0	0	0	1
	8:00 AM	6	145	31	55	92	1	2	11	6	42	10	143	544	0	0	0	0	0
	8:15 AM	5	152	40	79	103	4	3	9	4	61	12	127	599	1	0	0	0	1
	8:30 AM	4	152	58	78	103	3	1	7	10	82	6	160	664	1	0	0	0	1
	8:45 AM	6	176	73	96	116	1	1	10	6	97	6	143	731	0	0	0	0	0
	VOLUMES	53	1,158	308	473	677	22	10	55	36	450	91	1,055	4,388	3	0	0	0	3
	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																
	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					
PM	4:00 PM	7	158	65	172	178	0	6	12	14	73	14	154	853	1	0	0	0	1
	4:15 PM	12	131	67	171	192	2	2	17	11	55	5	136	801	1	0	0	0	1
	4:30 PM	14	154	61	202	218	0	1	12	6	41	7	114	830	0	0	0	0	0
	4:45 PM	9	133	60	208	211	2	5	12	6	79	4	136	865	0	0	0	0	0
	5:00 PM	8	156	58	203	203	1	2	4	6	61	8	141	851	0	0	0	0	0
	5:15 PM	10	147	60	211	211	5	3	5	10	53	5	106	826	0	0	0	0	0
	5:30 PM	8	135	52	189	219	3	2	6	11	46	11	136	818	0	0	0	0	0
	5:45 PM	2	159	63	156	192	1	1	6	6	69	11	124	790	0	0	0	0	0
	VOLUMES	70	1,173	486	1,512	1,624	14	22	74	70	477	65	1,047	6,634	2	0	0	0	2
	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					



INTERSECTION TURNING MOVEMENT COUNTS

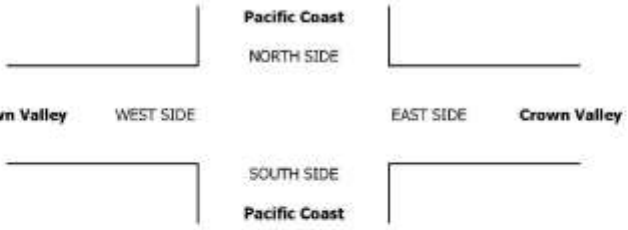
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

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

CLASS 2:	NOTES:
2-AXLE	
WORK	
VEHICLES/	
TRUCKS	

▲ N ◄ W E ► S ▼

		NORTHBOUND Pacific Coast			SOUTHBOUND Pacific Coast			EASTBOUND Crown Valley			WESTBOUND Crown Valley				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	4	7	0	1	4	1	0	1	0	1	3	4	26	0	0	0	0	0
	7:15 AM	1	12	0	1	8	0	0	0	1	0	4	10	37	0	0	0	0	0
	7:30 AM	0	13	1	5	3	2	1	0	1	6	3	7	42	0	0	0	0	0
	7:45 AM	0	13	2	1	10	0	0	0	0	1	5	12	44	0	0	0	0	0
	8:00 AM	4	5	4	3	9	0	0	1	1	4	2	11	44	0	0	0	0	0
	8:15 AM	1	17	3	7	8	1	0	1	1	1	1	8	49	0	0	0	0	0
	8:30 AM	0	14	1	5	12	0	0	2	0	1	2	7	44	0	0	0	0	0
	8:45 AM	0	11	3	10	13	0	1	0	0	3	3	18	62	0	0	0	0	0
	VOLUMES	10	92	14	33	67	4	2	5	4	17	23	77	348	0	0	0	0	0
	APPROACH %	9%	79%	12%	32%	64%	4%	18%	45%	36%	15%	20%	66%						
	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					
PM	4:00 PM	1	6	2	8	14	0	1	5	0	1	2	2	42	0	0	0	0	0
	4:15 PM	0	5	6	16	16	0	0	3	1	2	0	5	54	0	0	0	0	0
	4:30 PM	1	3	2	12	10	0	1	2	2	0	1	2	36	0	0	0	0	0
	4:45 PM	1	3	0	10	11	0	0	1	0	1	0	3	30	0	0	0	0	0
	5:00 PM	0	3	0	6	4	0	1	1	2	0	0	1	18	0	0	0	0	0
	5:15 PM	0	2	3	6	3	1	0	1	0	0	0	1	17	0	0	0	0	0
	5:30 PM	1	1	0	7	2	0	0	1	0	0	0	2	14	1	0	0	0	1
	5:45 PM	0	0	1	1	2	0	0	0	0	0	0	4	8	0	0	0	0	0
	VOLUMES	4	23	14	66	62	1	3	14	5	4	3	20	219	1	0	0	0	1
	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					



INTERSECTION TURNING MOVEMENT COUNTS

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

CLASS 3: 3-AXLE TRUCKS

NOTES:

▲ N ◄ W E ► S ▼

		NORTHBOUND Pacific Coast			SOUTHBOUND Pacific Coast			EASTBOUND Crown Valley			WESTBOUND Crown Valley				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	1	1	0	0	1	1	0	0	0	0	0	0	4	0	0	0	0	0
	7:15 AM	0	3	3	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0
	7:30 AM	0	1	1	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0
	7:45 AM	0	1	0	0	1	0	1	0	1	0	1	1	6	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	1	0	0	0	0	0	1	0	0	1	0	3	0	0	0	0	0
	8:30 AM	0	1	0	0	1	0	0	2	0	0	0	1	5	0	0	0	0	0
	8:45 AM	0	0	0	2	0	0	0	1	0	0	0	0	3	0	0	0	0	0
	VOLUMES	1	8	4	2	3	1	1	4	1	0	2	3	30	0	0	0	0	0
	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																
	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					
PM	4:00 PM	0	1	0	1	1	0	0	0	1	0	0	1	5	0	0	0	0	0
	4:15 PM	0	0	0	0	0	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	0	0	0	0	0
	4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	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	0	0	0	0	0
	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	0	3	0	1	3	0	0	1	1	0	0	1	10	0	0	0	0	0
	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					



INTERSECTION TURNING MOVEMENT COUNTS

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

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / PEAK HR — ▲ N ◄ W E ► 5 ▼

		NORTHBOUND Pacific Coast			SOUTHBOUND Pacific Coast			EASTBOUND Crown Valley			WESTBOUND Crown Valley				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	1	2	0	1	0	0	0	0	0	1	1	1	7	0	0	0	0	0
	7:15 AM	0	2	0	0	1	0	0	0	0	0	0	1	4	0	0	0	0	0
	7:30 AM	0	1	0	1	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	7:45 AM	0	2	0	0	5	0	0	0	1	0	1	0	9	0	0	0	0	0
	8:00 AM	1	0	1	0	1	0	0	0	0	0	1	0	4	0	0	0	0	0
	8:15 AM	1	2	1	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0
	8:30 AM	0	1	0	0	2	0	0	0	0	0	2	1	6	0	0	0	0	0
	8:45 AM	0	1	0	0	1	0	0	0	0	0	3	1	6	0	0	0	0	0
	VOLUMES	3	11	2	3	12	0	0	0	1	1	8	4	45	0	0	0	0	0
	APPROACH %	19%	69%	13%	20%	80%	0%	0%	0%	100%	8%	62%	31%						
	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	0	6	2	21					
	APPROACH %	25%	50%	25%	20%	80%	0%	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					
PM	4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	1	0	0	2	0	0	0	0	3	0	0	0	0	0
	4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	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	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	1	5	0	0	3	0	0	0	0	9	0	0	0	0	0
	APPROACH %	0%	0%	0%	17%	83%	0%	0%	100%	0%	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	0	7					
	APPROACH %	0%	0%	0%	20%	80%	0%	0%	100%	0%	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					



INTERSECTION TURNING MOVEMENT COUNTS

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

CLASS 5:	NOTES:
RV	

▲ N ◄ W E ► S ▼

		NORTHBOUND Pacific Coast			SOUTHBOUND Pacific Coast			EASTBOUND Crown Valley			WESTBOUND Crown Valley				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	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%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	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	0	0	0	0	0	0	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	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	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	0	0	0	0	0
	5:00 PM	0	0	0	0	0	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	0	0	0	0	0
	5:30 PM	0	0	0	0	0	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	0	0	0	0	0
	VOLUMES	0	0	0	0	0	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%						
	APP/DEPART	0	/	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	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					



INTERSECTION TURNING MOVEMENT COUNTS

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

CLASS 6:	NOTES:
BUSES	

▲ N ◄ W E ► S ▼

		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
AM	7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	7:30 AM	0	1	0	1	0	0	0	0	0	0	0	2	4
	7:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
	8:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	3
	8:15 AM	0	0	0	0	1	0	0	0	0	0	0	1	2
	8:30 AM	0	1	0	1	1	0	0	0	0	0	0	0	3
	8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	VOLUMES	0	5	1	2	6	0	0	0	0	0	0	3	17
	APPROACH %	0%	83%	17%	25%	75%	0%	0%	0%	0%	0%	0%	100%	
	APP/DEPART	6	/	8	8	/	6	0	/	3	3	/	0	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	3	1	1	3	0	0	0	0	0	0	1	9
	APPROACH %	0%	75%	25%	25%	75%	0%	0%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR		0.333			0.500			0.000			0.250		0.750
	APP/DEPART	4	/	4	4	/	3	0	/	2	1	/	0	0
PM	4:00 PM	0	2	1	0	2	0	0	0	0	1	0	0	6
	4:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	3
	4:30 PM	0	0	0	0	1	0	0	0	0	1	0	0	2
	4:45 PM	0	2	1	1	0	0	0	0	0	1	0	0	5
	5:00 PM	0	0	0	0	1	0	0	0	0	1	0	0	2
	5:15 PM	0	1	1	0	1	0	0	0	0	0	0	0	3
	5:30 PM	0	0	1	0	1	0	0	0	0	1	0	0	3
	5:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	2
	VOLUMES	0	8	5	1	6	0	0	0	0	6	0	0	26
	APPROACH %	0%	62%	38%	14%	86%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	13	/	8	7	/	12	0	/	6	6	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	6	3	1	3	0	0	0	0	3	0	0	16
	APPROACH %	0%	67%	33%	25%	75%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR		0.750			0.500			0.000			0.750		0.667
	APP/DEPART	9	/	6	4	/	6	0	/	4	3	/	0	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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	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

		NL	NT	NR	SL	ST	SR	
AM	Heavy Vehicle%		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%

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

		NL	NT	NR	SL	ST	SR	
PM	Heavy Vehicle%		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	**41**
8	45	28	291	49	621	**2778**
0%	9%	0%	0%	14%	1%	1%

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

INTERSECTION TURNING MOVEMENT COUNTS

T020624

PREPARED BY: AlmTD LLC. tel: 714 253 7888 cs@almtd.com

DATE: Thu, Jul 18, 24

LOCATION: Dana Point
NORTH & SOUTH: Golden Lantern
EAST & WEST: Dana Point Harbor Dr

PROJECT #: SC4797
LOCATION #: 6
CONTROL: SIGNAL

NOTES:

N ▲ S ▼ ◄ W E ►

		NORTHBOUND (Golden Lantern)			SOUTHBOUND (Golden Lantern)			EASTBOUND (Dana Point Harbor Dr)			WESTBOUND (Dana Point Harbor Dr)				U-TURNS				
	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	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	1	6	14	15	12	11	6	21	2	9	34	13	144	0	2	1	0	3
	7:15 AM	0	5	4	17	8	14	9	30	0	21	40	17	165	0	2	0	0	2
	7:30 AM	3	6	10	18	8	10	8	24	1	14	50	16	168	0	2	0	0	2
	7:45 AM	1	6	11	25	21	21	7	17	1	22	54	21	207	0	2	1	0	3
	8:00 AM	6	8	14	18	24	18	10	34	5	36	59	30	262	0	0	0	0	0
	8:15 AM	4	6	15	23	29	36	14	27	3	42	99	20	318	0	1	0	0	1
	8:30 AM	19	5	18	22	22	33	22	57	9	32	115	16	364	0	0	1	0	1
	8:45 AM	10	12	21	26	21	34	28	69	6	48	119	28	424	0	2	2	0	4
	VOLUMES	44	54	107	164	145	177	105	279	27	225	570	161	2,068	0	11	5	0	16
	APPROACH %	21%	26%	52%	33%	29%	36%	26%	68%	5%	24%	60%	17%						
	APP/DEPART	205	/	331	497	/	391	410	/	550	956	/	796	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	39	33	68	89	96	121	75	187	17	159	392	94	1,374	0	3	2	0	
	APPROACH %	28%	23%	49%	29%	31%	39%	27%	66%	6%	25%	61%	15%						
	PEAK HR FACTOR		0.803			0.868			0.868			0.923		0.803					
	APP/DEPART	140	/	203	309	/	272	282	/	344	645	/	555	0					
PM	4:00 PM	4	18	36	45	30	27	46	151	4	41	75	33	508	0	5	2	0	7
	4:15 PM	4	12	22	29	24	30	43	103	5	35	71	35	413	0	4	0	0	4
	4:30 PM	6	19	33	32	25	36	37	90	6	38	70	34	426	0	5	0	0	5
	4:45 PM	3	23	26	35	17	26	26	65	6	39	60	28	374	0	4	1	1	6
	5:00 PM	7	21	34	34	14	40	36	73	7	43	90	27	426	0	4	0	0	4
	5:15 PM	6	22	36	41	22	26	30	86	3	36	78	36	402	0	2	0	0	2
	5:30 PM	4	24	40	31	13	30	43	65	6	40	79	33	408	0	2	1	0	3
	5:45 PM	2	31	43	28	15	28	24	55	7	24	82	33	372	0	4	1	1	6
	VOLUMES	36	170	270	275	160	243	285	688	44	296	623	259	3,366	0	30	5	2	37
	APPROACH %	8%	36%	57%	39%	23%	34%	28%	67%	4%	25%	53%	22%						
	APP/DEPART	476	/	744	708	/	690	1,062	/	1,215	1,180	/	907	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	17	72	117	141	96	119	152	409	21	153	294	130	1,743	0	18	2	1	
	APPROACH %	8%	35%	57%	38%	26%	32%	26%	70%	4%	26%	51%	22%						
	PEAK HR FACTOR		0.888			0.874			0.720			0.976		0.846					
	APP/DEPART	206	/	372	374	/	270	585	/	668	578	/	433	0					

Golden Lantern
NORTH LEG

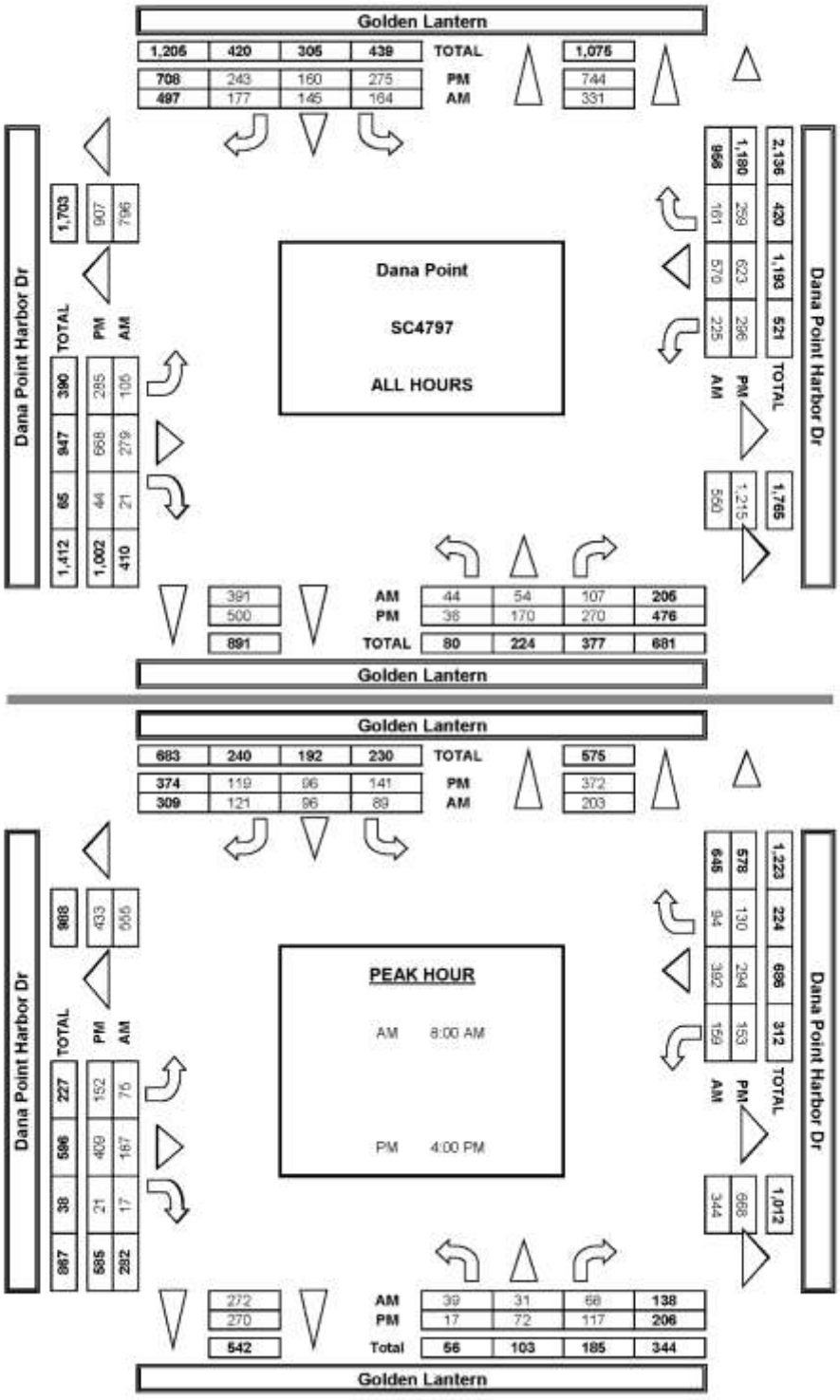
Dana Point Harbor Dr — WEST LEG — EAST LEG — Dana Point Harbor Dr

SOUTH LEG
Golden Lantern

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	9	11	5	4	29	4	7	3	4	18	5	4	2	0	11
	7:15 AM	4	7	3	4	18	3	1	2	2	8	1	6	1	2	10
	7:30 AM	4	14	5	5	28	4	9	5	3	21	0	5	0	2	7
	7:45 AM	1	12	4	3	20	1	9	4	3	17	0	3	0	0	3
	8:00 AM	2	16	3	4	25	2	8	2	1	13	0	8	1	3	12
	8:15 AM	5	9	2	3	19	5	4	1	2	12	0	5	1	1	7
	8:30 AM	3	11	5	8	27	3	6	5	7	21	0	5	0	1	6
	8:45 AM	14	15	12	2	43	4	8	12	0	24	10	7	0	2	19
	TOTAL	42	95	39	33	209	26	52	34	22	134	16	43	5	11	75
PM	4:00 PM	10	22	13	13	58	7	11	9	11	38	3	11	4	2	20
	4:15 PM	17	16	7	7	47	3	10	4	2	18	16	6	3	4	29
	4:30 PM	11	23	14	15	63	9	9	9	14	41	2	14	5	1	22
	4:45 PM	6	21	6	3	36	3	14	6	1	24	3	7	0	2	12
	5:00 PM	12	23	12	5	51	7	14	7	1	29	4	9	5	4	22
	5:15 PM	11	17	13	11	52	7	13	13	10	42	4	8	0	1	10
	5:30 PM	11	28	7	5	51	9	22	7	3	41	2	6	0	2	10
	5:45 PM	12	17	7	6	42	7	13	7	0	27	5	4	0	6	15
	TOTAL	89	167	79	65	400	50	105	62	43	260	39	82	17	22	140

AimTD LLC

TURNING MOVEMENT COUNTS



INTERSECTION TUR

PREPARED BY: AimTD LL

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

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

		NORTHBOUND Golden Lantern			SOUTHBOUNI 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			
	VOLUMES	40	31	78	93	98
	APPROACH %	27%	21%	52%	29%	31%
	PEAK HR FACTOR		0.796			0.882
	APP/DEPART	148	/	206	314	/
PM	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

:NING MOVEMENT COUNTS

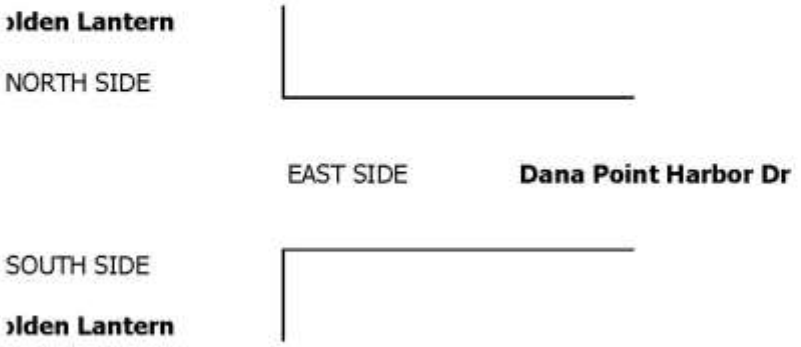
.C. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4797
LOCATION #: 6
CONTROL: SIGNAL

				AM		▲ N	
5	6			PM			
2	2			MD	◄ W		E ►
				OTHER		S	
				OTHER		▼	

D	EASTBOUND Dana Point Harbor Dr			WESTBOUND Dana Point Harbor Dr			
SR	EL	ET	ER	WL	WT	WR	TOTAL
1	1	2	0	1	2	0	
11	6	21	2	9	36	13	150
15	10	32	0	23	41	18	172
10	8	25	1	14	51	17	175
21	8	18	2	22	55	23	218
18	10	35	5	37	61	32	269
37	14	27	3	44	102	20	326
34	23	58	3	33	117	17	373
35	30	70	6	49	121	29	437
180	108	285	22	230	582	169	2,118
36%	26%	69%	5%	23%	59%	17%	
399	414	/	583	980	/	807	0
124	77	189	17	162	400	98	1,404
39%	27%	67%	6%	24%	61%	15%	
		0.669			0.829		0.804
277	283	/	359	660	/	563	0
27	47	153	4	42	74	35	516
31	43	104	5	35	74	38	421
36	38	92	6	38	71	37	435
27	26	66	6	40	81	32	382
40	36	75	7	44	90	30	435
26	30	67	3	36	80	38	410
30	44	66	6	40	79	34	414
29	24	55	8	24	82	35	376
245	288	677	45	298	630	278	3,387
35%	28%	67%	4%	25%	52%	23%	

503	1,009	/	1,236	1,206	/	912	0
120 33%	154 26%	414 70% 0.725	21 4%	155 26%	299 50% 0.981	141 24%	1,753 0.850
272	589	/	677	595	/	437	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 #:	SC4797
7/18/24	NORTH & SOUTH:	Golden Lantern	LOCATION #:	6
THURSDAY	EAST & WEST:	Dana Point Harbor Dr	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

N ▲ | ◄ W | E ► | S ▼

		NORTHBOUND (Golden Lantern)			SOUTHBOUND (Golden Lantern)			EASTBOUND (Dana Point Harbor Dr)			WESTBOUND (Dana Point Harbor Dr)				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	1	6	11	14	11	11	6	21	2	9	31	13	136	0	2	1	0	3
	7:15 AM	0	5	4	17	8	13	8	26	0	20	38	16	155	0	2	0	0	2
	7:30 AM	3	6	6	17	8	10	8	23	1	14	48	15	159	0	2	0	0	2
	7:45 AM	1	6	6	23	21	21	6	15	0	22	53	17	191	0	2	1	0	3
	8:00 AM	6	8	12	18	24	18	10	32	5	35	56	27	251	0	0	0	0	0
	8:15 AM	4	6	12	23	29	35	14	27	3	39	95	20	307	0	1	0	0	1
	8:30 AM	18	5	16	21	20	32	21	56	3	31	111	15	349	0	0	1	0	1
	8:45 AM	10	12	16	23	20	32	27	68	6	49	115	26	404	0	2	2	0	4
	VOLUMES	43	54	83	156	141	172	100	268	20	219	547	149	1,968	0	11	5	0	16
	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																
	VOLUMES	38	31	56	85	93	117	72	183	17	154	377	88	1,317	0	3	3	0	
	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					
PM	4:00 PM	4	17	36	43	30	27	45	148	4	39	71	30	494	0	5	2	0	7
	4:15 PM	3	12	22	28	24	29	43	101	5	35	67	32	401	0	4	0	0	4
	4:30 PM	6	19	33	30	25	36	36	86	6	38	68	32	415	0	5	0	0	5
	4:45 PM	2	23	26	33	17	25	26	64	6	38	79	25	364	0	4	1	1	6
	5:00 PM	6	20	33	33	14	40	36	69	7	42	90	23	413	0	4	0	0	4
	5:15 PM	6	22	34	38	22	26	30	65	3	36	75	34	391	0	2	0	0	2
	5:30 PM	3	24	40	27	13	30	41	63	6	40	79	32	398	0	2	1	0	3
	5:45 PM	2	31	42	28	15	27	24	55	6	24	82	31	367	0	4	1	1	6
	VOLUMES	32	168	266	260	160	240	281	651	43	292	611	239	3,280	0	30	5	2	37
	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	0	18	3	1	
	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					



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

▲ N ◄ W E ► S ▼

		NORTHBOUND Golden Lantern			SOUTHBOUND Golden Lantern			EASTBOUND Dana Point Harbor Dr			WESTBOUND Dana Point Harbor Dr				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	1	1	0	0	0	0	0	3	0	5	0	0	0	0	0
	7:15 AM	0	0	0	0	0	1	1	4	0	0	2	0	8	0	0	0	0	0
	7:30 AM	0	0	2	1	0	0	0	1	0	0	2	1	7	0	0	0	0	0
	7:45 AM	0	0	2	2	0	0	1	2	1	0	1	4	13	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	2	0	1	3	2	8	0	0	0	0	0
	8:15 AM	0	0	1	0	0	0	0	0	0	3	3	0	7	0	0	0	0	0
	8:30 AM	1	0	1	1	1	1	1	1	0	1	4	0	12	0	0	0	0	0
	8:45 AM	0	0	3	2	1	2	2	1	0	0	4	2	17	0	0	0	0	0
	VOLUMES	1	0	9	7	3	4	5	11	1	5	22	9	77	0	0	0	0	0
	APPROACH %	10%	0%	90%	50%	21%	29%	29%	65%	6%	14%	61%	25%						
	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	0	0	0	0	
	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					
PM	4:00 PM	0	1	0	2	0	0	1	3	0	2	2	2	13	0	0	0	0	0
	4:15 PM	1	0	0	0	0	1	0	2	0	0	3	1	8	0	0	0	0	0
	4:30 PM	0	0	0	1	0	0	0	4	0	0	2	0	7	0	0	0	0	0
	4:45 PM	1	0	0	1	0	1	0	1	0	1	1	1	7	0	0	0	0	0
	5:00 PM	1	1	1	0	0	0	0	4	0	1	0	2	10	0	0	0	0	0
	5:15 PM	0	0	1	2	0	0	0	0	0	0	3	0	6	0	0	0	0	0
	5:30 PM	1	0	0	3	0	0	2	2	0	0	0	0	8	0	0	0	0	0
	5:45 PM	0	0	1	0	0	1	0	0	1	0	0	0	3	0	0	0	0	0
	VOLUMES	4	2	3	9	0	3	3	16	1	4	11	6	62	0	0	0	0	0
	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	0	0	0	0	
	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					



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 3: 3-AXLE TRUCKS

NOTES:

▲ N ◄ W E ► S ▼

		NORTHBOUND Golden Lantern			SOUTHBOUND Golden Lantern			EASTBOUND Dana Point Harbor Dr			WESTBOUND Dana Point Harbor Dr				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	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	0	1	0	0	0	0	0
	7:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:15 AM	0	0	2	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0
	8:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	0	0	13	0	1	1	0	0	0	0	0	0	15	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	50%	50%	0%	0%	0%	0%	0%	0%						
	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	0	9	0	0	0	0	
	APPROACH %	0%	0%	100%	0%	50%	50%	0%	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					
PM	4:00 PM	0	0	0	0	0	0	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	1	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	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	0	0	0	0	0
	5:00 PM	0	0	0	0	0	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	0	0	0	0	0
	5:30 PM	0	0	0	0	0	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	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	APPROACH %	0%	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	0	1	0	1	0	0	0	0	
	APPROACH %	0%	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					



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

N ▲ | ◄ W | E ► | 5 ▼

		NORTHBOUND Golden Lantern			SOUTHBOUND Golden Lantern			EASTBOUND Dana Point Harbor Dr			WESTBOUND Dana Point Harbor Dr				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	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	0	1	0	0	0	0	0
	VOLUMES	0	0	2	1	0	0	0	0	0	1	0	0	4	0	0	0	0	0
	APPROACH %	0%	0%	100%	100%	0%	0%	0%	0%	0%	100%	0%	0%						
	APP/DEPART	2	/	0	1	/	1	0	/	3	1	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
	APP/DEPART	0	/	0	1	/	0	0	/	1	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	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	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	5:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	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	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	0	0	0	0	0	2	3	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	0	/	2	1	/	0	0	/	1	2	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.500		0.500					
	APP/DEPART	0	/	2	0	/	0	0	/	0	2	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 5:	NOTES:
RV	

▲ N ◄ W E ► S ▼

		NORTHBOUND Golden Lantern			SOUTHBOUND Golden Lantern			EASTBOUND Dana Point Harbor Dr			WESTBOUND Dana Point Harbor Dr				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	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	1	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	APPROACH %	0%	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	0	1	0	1	0	0	0	0	
	APPROACH %	0%	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	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	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	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	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	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	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	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	50%	50%	0%	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	0	1	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	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					



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 6:	NOTES:
BUSES	

▲ N ◄ W E ► S ▼

		NORTHBOUND (Golden Lantern)			SOUTHBOUND (Golden Lantern)			EASTBOUND (Dana Point Harbor Dr)			WESTBOUND (Dana Point Harbor Dr)				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	1	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	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	1	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	0	/	3	0	/	0	0	/	0	3	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.500		0.500					
	APP/DEPART	0	/	2	0	/	0	0	/	0	2	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	4:15 PM	0	0	0	1	0	0	0	0	0	0	0	2	3	0	0	0	0	0
	4:30 PM	0	0	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0
	4:45 PM	0	0	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
	5:15 PM	0	0	1	1	0	0	0	0	0	0	0	2	4	0	0	0	0	0
	5:30 PM	0	0	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
	VOLUMES	0	0	1	5	0	0	0	0	0	0	0	12	18	0	0	0	0	0
	APPROACH %	0%	0%	100%	100%	0%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	1	/	12	5	/	0	0	/	6	12	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	3	0	0	0	0	0	0	0	5	8	0	0	0	0	
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.750			0.000			0.625		0.667					
	APP/DEPART	0	/	5	3	/	0	0	/	3	5	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ArrPD LLC, tel: 714-263-7868 cs@arrpd.com

74323

DATE: Thu, Jun 22, 23
LOCATION:
NORTH & SOUTH: Dana Point
EAST & WEST: Pacific Coast
Selva
PROJECT #: SC4898
LOCATION #: 8
CONTROL: SIGNAL

NORTHBOUND | SOUTHBOUND | EASTBOUND | WESTBOUND | U-TURNS

	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1.5	ET 3	ER 0.5	WL 1	WT 0.5	WR 0.5	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	20	136	9	7	64	13	4	2	10	3	1	10	281	1	1	0	0	2
	7:15 AM	30	171	9	6	91	13	16	7	8	6	7	15	380	2	0	0	0	2
	7:30 AM	23	135	6	13	77	15	13	5	14	9	11	17	342	0	0	0	0	0
	7:45 AM	28	179	12	19	106	17	16	6	14	13	8	21	459	0	1	0	0	1
	8:00 AM	12	168	11	14	114	21	16	8	9	12	11	40	437	1	0	0	0	1
	8:15 AM	22	202	12	4	153	16	17	7	12	15	9	20	482	0	0	0	0	0
	8:30 AM	18	217	14	13	152	15	15	11	18	7	9	32	537	0	1	0	0	1
	8:45 AM	37	235	15	8	149	36	28	9	28	15	13	24	594	1	0	0	0	1
	VOLUMES	190	1,478	88	86	956	184	124	56	113	74	68	186	3,997	5	3	0	0	8
	APPROACH %	11%	84%	5%	7%	76%	14%	42%	19%	39%	22%	21%	57%						
	APP/DEPART	1,718	/	1,752	1,268	/	1,152	293	/	226	328	/	418	8					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	88	816	52	39	570	108	73	36	69	44	42	119	2,056					
	APPROACH %	9%	86%	5%	5%	80%	15%	41%	20%	39%	22%	21%	57%						
	PEAK HR FACTOR		0.921			0.903			0.706			0.795		0.863					
	APP/DEPART	956	/	1,008	718	/	685	178	/	126	205	/	254	8					
PM	4:00 PM	23	370	22	19	211	27	32	18	18	12	14	15	421	1	0	0	0	1
	4:15 PM	34	303	13	14	237	29	37	15	29	14	8	30	646	0	0	0	0	0
	4:30 PM	26	186	9	24	223	20	33	32	29	4	10	21	626	0	0	0	0	0
	4:45 PM	26	302	18	24	284	29	35	19	23	11	15	14	680	0	2	0	0	2
	5:00 PM	9	195	19	19	221	24	36	28	23	11	6	12	596	0	1	0	0	1
	5:15 PM	39	199	24	16	246	27	28	22	16	9	12	30	627	0	0	0	0	0
	5:30 PM	24	190	13	21	197	20	27	17	19	8	7	15	562	0	0	0	0	0
	5:45 PM	28	150	13	17	263	20	32	14	18	9	18	13	583	1	0	0	1	2
	VOLUMES	209	1,896	131	154	1,884	207	253	163	165	78	87	118	4,973					
	APPROACH %	13%	82%	7%	7%	83%	9%	43%	28%	28%	28%	31%	42%						
	APP/DEPART	1,821	/	1,861	2,169	/	2,071	586	/	446	283	/	403	8					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	109	800	70	81	955	104	132	94	96	42	44	80	2,583					
	APPROACH %	11%	82%	7%	7%	84%	9%	42%	27%	31%	27%	29%	44%						
	PEAK HR FACTOR		0.941			0.846			0.870			0.892		0.931					
	APP/DEPART	979	/	1,003	1,140	/	1,099	322	/	232	164	/	266	8					

Pacific Coast
NORTH SIDE
Selva — WEST SIDE — EAST SIDE — Selva
SOUTH SIDE
Pacific Coast

ALL PED AND BIKE

		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	7:00 AM	2	0	1	1	4
	7:15 AM	0	0	2	1	3
	7:30 AM	9	1	1	9	20
	7:45 AM	3	0	3	3	9
	8:00 AM	**1**	**1**	**0**	**3**	**5**
	8:15 AM	**7**	**0**	**2**	**0**	**9**
	8:30 AM	**6**	**0**	**1**	**4**	**11**
	8:45 AM	**1**	**0**	**5**	**2**	**8**
	TOTAL	29	2	15	22	69
PM	**4:00 PM**	**5**	**2**	**5**	**3**	**15**
	4:15 PM	**4**	**0**	**1**	**6**	**11**
	4:30 PM	**5**	**0**	**1**	**5**	**11**
	4:45 PM	**3**	**0**	**3**	**3**	**9**
	5:00 PM	2	0	1	7	10
	5:15 PM	1	0	2	4	7
	5:30 PM	4	2	2	3	12
	5:45 PM	5	1	0	7	14
	TOTAL	31	5	15	34	89

PEDESTRIAN CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
	2	0	0	1	3
	3	0	0	0	3
	7	0	0	1	8
	2	0	0	2	4
	1	**0**	**0**	**1**	**2**
	4	**0**	**0**	**0**	**4**
	4	**0**	**1**	**3**	**8**
	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
	3	0	3	0	6
	4	1	1	1	7
	3	0	0	3	6
	29	1	8	11	49

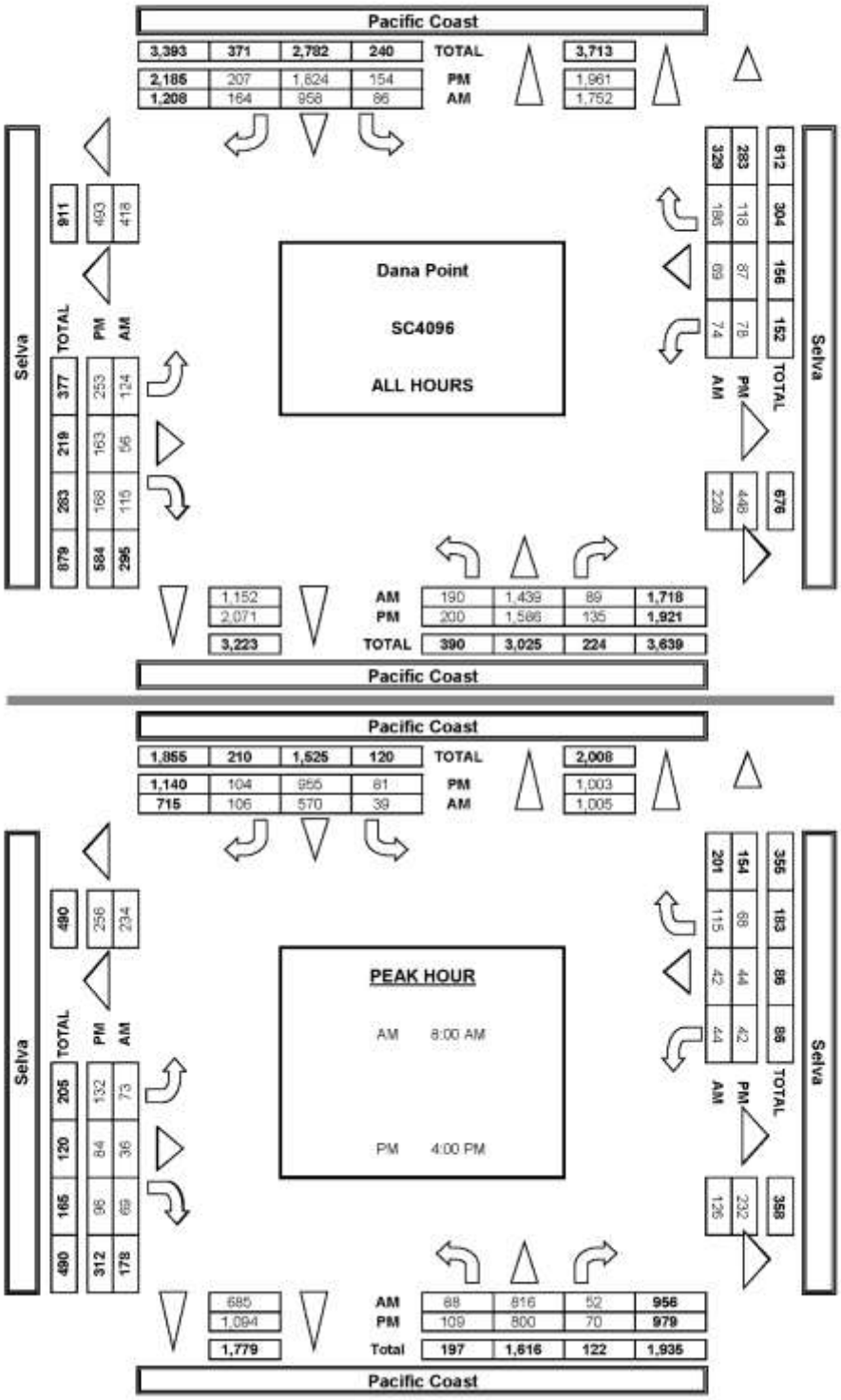
BICYCLE CROSSINGS

	NB	SB	EB	WB	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**
	3	0	0	4	7
	1	0	0	0	1
	0	1	2	2	5
	2	2	0	4	8
	8	5	8	23	44

8:00AM — 14 0 2 4 — 1 1 7 4
4:00 PM — 14 0 4 4 — 3 2 6 13

AimTD LLC

TURNING MOVEMENT COUNTS



INTERSECTION TUR

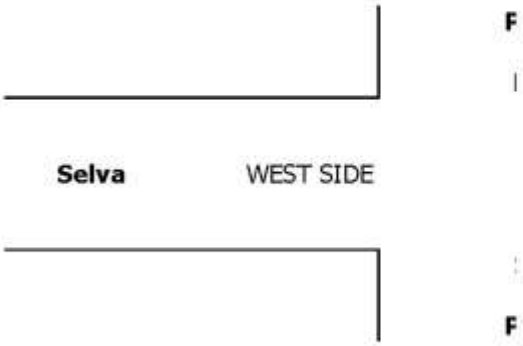
PREPARED BY: AimTD LL

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

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

		NORTHBOUND Pacific Coast			SOUTHBOUNI 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%
	PEAK HR FACTOR		0.839			0.897
	APP/DEPART	1,019	/	1,063	749	/
PM	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	/



:NING MOVEMENT COUNTS

.C. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4096
LOCATION #: 8
CONTROL: SIGNAL

				AM		▲ N	
5	6			PM			
2	2			MD	◄ W		E ►
				OTHER		S	
				OTHER		▼	

D	EASTBOUND Selva			WESTBOUND Selva			
SR	EL	ET	ER	WL	WT	WR	TOTAL
1	1.5	1	0.5	1	0.5	0.5	
14	4	2	11	3	1	18	317
13	16	7	9	9	9	16	422
16	16	6	15	10	13	17	368
20	16	7	15	10	9	21	516
21	18	9	9	13	13	43	473
17	18	7	14	16	9	20	508
33	16	11	19	7	9	33	564
36	25	9	30	10	13	24	613
169	128	58	120	76	75	191	3,781
13%	42%	19%	39%	22%	22%	56%	
1,213	305	/	246	342	/	450	0
107	76	36	71	45	44	119	2,158
14%	41%	20%	39%	22%	21%	57%	
		0.719			0.759		0.880
717	183	/	132	208	/	247	0
23	33	19	17	11	14	24	643
23	38	16	29	16	5	11	662
29	34	35	30	4	10	22	641
30	30	19	24	12	15	16	707
24	37	26	23	11	6	12	603
27	26	23	16	9	12	11	646
21	28	17	16	8	7	15	567
32	32	14	18	8	18	13	601
208	257	168	171	79	87	122	5,067
9%	43%	28%	29%	27%	30%	42%	

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

Pacific Coast

NORTH SIDE

EAST SIDE **Selva**

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

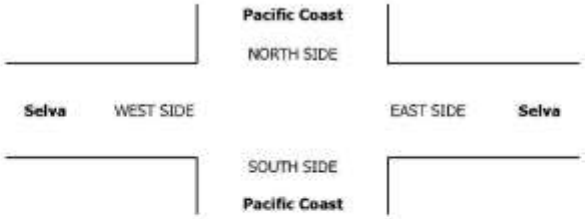
DATE:	LOCATION:	Dana Point	PROJECT #:	SC4096
6/22/23	NORTH & SOUTH:	Pacific Coast	LOCATION #:	8
THURSDAY	EAST & WEST:	Selva	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

N ▲ / ◄ W / E ► / S ▼

		NORTHBOUND (Pacific Coast)			SOUTHBOUND (Pacific Coast)			EASTBOUND (Selva)			WESTBOUND (Selva)				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	19	113	4	7	61	12	4	2	9	3	1	18	253	1	1	0	0	2
	7:15 AM	28	149	6	8	81	13	16	7	6	7	5	14	340	2	0	0	0	2
	7:30 AM	22	115	4	12	72	14	14	4	13	8	8	17	303	0	0	0	0	0
	7:45 AM	18	155	12	17	141	11	16	5	12	10	7	21	425	0	1	0	0	1
	8:00 AM	9	149	8	13	99	21	13	9	9	11	7	36	384	0	0	0	0	0
	8:15 AM	18	167	11	4	147	14	16	7	12	14	9	18	437	0	0	0	0	0
	8:30 AM	15	194	13	10	137	33	14	11	17	7	9	31	491	0	1	0	0	1
	8:45 AM	33	223	15	8	137	36	25	9	28	10	13	24	561	1	0	0	0	1
	VOLUMES	162	1,265	73	79	875	154	118	54	106	70	59	179	3,194	4	3	0	0	7
	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																
	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					
PM	4:00 PM	22	201	21	18	192	23	31	16	15	11	14	22	586	1	0	0	0	1
	4:15 PM	32	196	23	14	221	23	36	13	26	16	5	9	614	0	0	0	0	0
	4:30 PM	26	184	9	22	212	29	31	28	28	4	10	20	603	0	0	0	0	0
	4:45 PM	26	199	16	23	269	28	30	19	22	10	15	11	668	0	3	0	0	3
	5:00 PM	8	191	15	18	216	24	34	26	23	11	6	12	584	0	1	0	0	1
	5:15 PM	30	195	24	16	239	27	26	21	16	9	12	9	624	0	0	0	0	0
	5:30 PM	24	194	13	22	194	19	26	17	14	8	7	15	553	0	0	0	0	0
	5:45 PM	28	190	13	17	200	32	32	14	18	8	18	13	583	0	0	0	0	0
	VOLUMES	196	1,550	134	150	1,743	205	246	154	162	77	87	111	4,815	1	4	0	0	5
	APPROACH %	10%	82%	7%	7%	83%	10%	44%	27%	29%	28%	32%	40%						
	APP/DEPART	1,880	/	1,911	2,098	/	1,963	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					



INTERSECTION TURNING MOVEMENT COUNTS

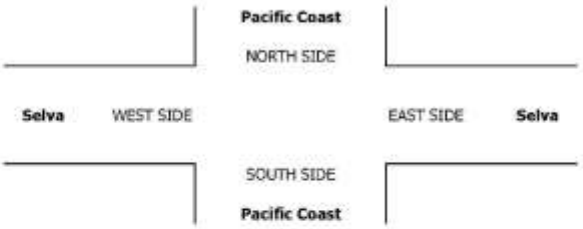
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

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

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:

▲ N ◄ W E ► S ▼

		NORTHBOUND Pacific Coast			SOUTHBOUND Pacific Coast			EASTBOUND Selva			WESTBOUND Selva				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	4	17	3	0	2	1	0	0	1	0	0	0	28	0	0	0	0	0
	7:15 AM	8	13	3	0	9	0	0	0	2	1	1	1	38	0	0	0	0	0
	7:30 AM	0	17	3	0	4	1	0	1	1	1	2	0	30	0	0	0	0	0
	7:45 AM	2	23	0	1	8	6	0	0	2	0	1	0	43	0	0	0	0	0
	8:00 AM	3	15	3	1	12	0	3	0	0	1	4	2	44	1	0	0	0	1
	8:15 AM	3	24	1	0	7	2	1	0	0	1	0	1	40	0	0	0	0	0
	8:30 AM	1	20	1	3	12	0	1	0	1	0	0	1	40	0	0	0	0	0
	8:45 AM	3	14	0	0	12	0	0	0	1	0	0	0	30	0	0	0	0	0
	VOLUMES	24	143	14	5	66	10	5	1	8	4	8	5	293	1	0	0	0	1
	APPROACH %	13%	79%	8%	6%	81%	12%	36%	7%	57%	24%	47%	29%						
	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					
PM	4:00 PM	1	7	1	1	14	0	1	2	1	0	0	1	29	0	0	0	0	0
	4:15 PM	2	7	0	0	14	0	1	2	2	0	0	1	29	0	0	0	0	0
	4:30 PM	0	1	0	2	9	0	2	3	1	0	0	1	19	0	0	0	0	0
	4:45 PM	0	1	0	1	14	1	0	0	1	1	0	3	22	0	0	0	0	0
	5:00 PM	1	4	0	0	4	0	2	0	0	0	0	0	11	0	0	0	0	0
	5:15 PM	0	3	0	0	5	0	0	1	0	0	0	0	9	0	0	0	0	0
	5:30 PM	0	3	0	0	2	1	1	0	1	0	0	0	8	0	0	0	0	0
	5:45 PM	0	3	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0
	VOLUMES	4	29	1	4	64	2	7	8	6	1	0	6	132	0	0	0	0	0
	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					



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:	Pacific Coast	LOCATION #:	8
THURSDAY	EAST & WEST:	Selva	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

▲ N ◄ W E ► S ▼

		NORTHBOUND (Pacific Coast)			SOUTHBOUND (Pacific Coast)			EASTBOUND (Selva)			WESTBOUND (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
AM	7:00 AM	0	4	1	0	1	0	0	0	0	0	0	0	6
	7:15 AM	0	6	0	0	0	0	0	0	0	0	1	0	7
	7:30 AM	1	2	1	1	0	0	1	0	0	0	1	0	7
	7:45 AM	0	1	0	0	1	0	0	1	0	0	0	0	3
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
	8:15 AM	2	0	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	0	5
	8:45 AM	1	1	0	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											
	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
PM	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

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

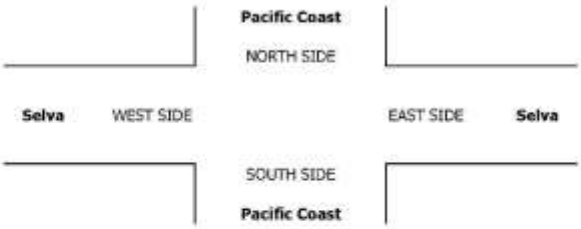
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

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

CLASS 4:	NOTES:
4 OR MORE AXLE TRUCKS	

N ◄ W E ► S

		NORTHBOUND (Pacific Coast)			SOUTHBOUND (Pacific Coast)			EASTBOUND (Selva)			WESTBOUND (Selva)				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:45 AM	0	0	0	0	6	0	0	0	0	0	0	0	6	0	0	0	0	0
	8:00 AM	0	3	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0
	8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	12	0	0	9	0	0	0	0	0	0	0	21	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	12	/	12	9	/	9	0	/	0	0	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	6	0	0	2	0	0	0	0	0	0	0	8					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.250			0.000			0.000		0.400					
	APP/DEPART	6	/	6	2	/	2	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	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	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	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	0	0	0	0	0
	5:15 PM	0	0	0	0	0	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	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	2	/	2	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	0	2	0	0	0	0	0	0	0	2					
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.500			0.000			0.000		0.500					
	APP/DEPART	0	/	0	2	/	2	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

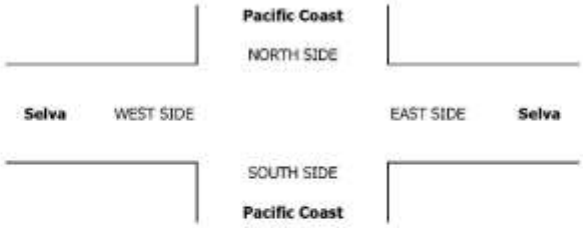
DATE:	LOCATION:	Dana Point	PROJECT #:	SC4096
6/22/23	NORTH & SOUTH:	Pacific Coast	LOCATION #:	8
THURSDAY	EAST & WEST:	Selva	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

▲ N ◄ W E ► S ▼

		NORTHBOUND (Pacific Coast)			SOUTHBOUND (Pacific Coast)			EASTBOUND (Selva)			WESTBOUND (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
AM	7:00 AM	0	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	0
	7:30 AM	0	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	0
	8:00 AM	0	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	0
	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	0	0	0
	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%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	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	0	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	0
	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	0	0	0	0	0	0
	5:45 PM	0	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	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	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	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

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

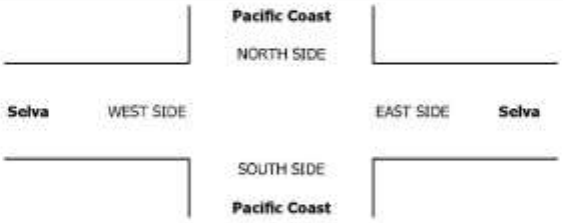
DATE:	LOCATION:	Dana Point	PROJECT #:	SC4096
6/22/23	NORTH & SOUTH:	Pacific Coast	LOCATION #:	8
THURSDAY	EAST & WEST:	Selva	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

▲ N ◄ W E ► S ▼

		NORTHBOUND (Pacific Coast)			SOUTHBOUND (Pacific Coast)			EASTBOUND (Selva)			WESTBOUND (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
AM	7:00 AM	0	2	0	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	0	0	0	0	0	0	0
	7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	3
	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	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	3	0	1	3	0	0	0	0	0	0	1	8
	APPROACH %	0%	100%	0%	25%	75%	0%	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	0	1	4
	APPROACH %	0%	100%	0%	0%	100%	0%	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	0	2
	4:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
	4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
	5:30 PM	0	0	0	0	1	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	2	0	0	11	0	0	0	0	0	0	0	13
	APPROACH %	0%	100%	0%	0%	100%	0%	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	0	7
	APPROACH %	0%	100%	0%	0%	100%	0%	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

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

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

		NL	NT	NR	SL	ST	SR	EL	
PM	Heavy Vehicle%		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%

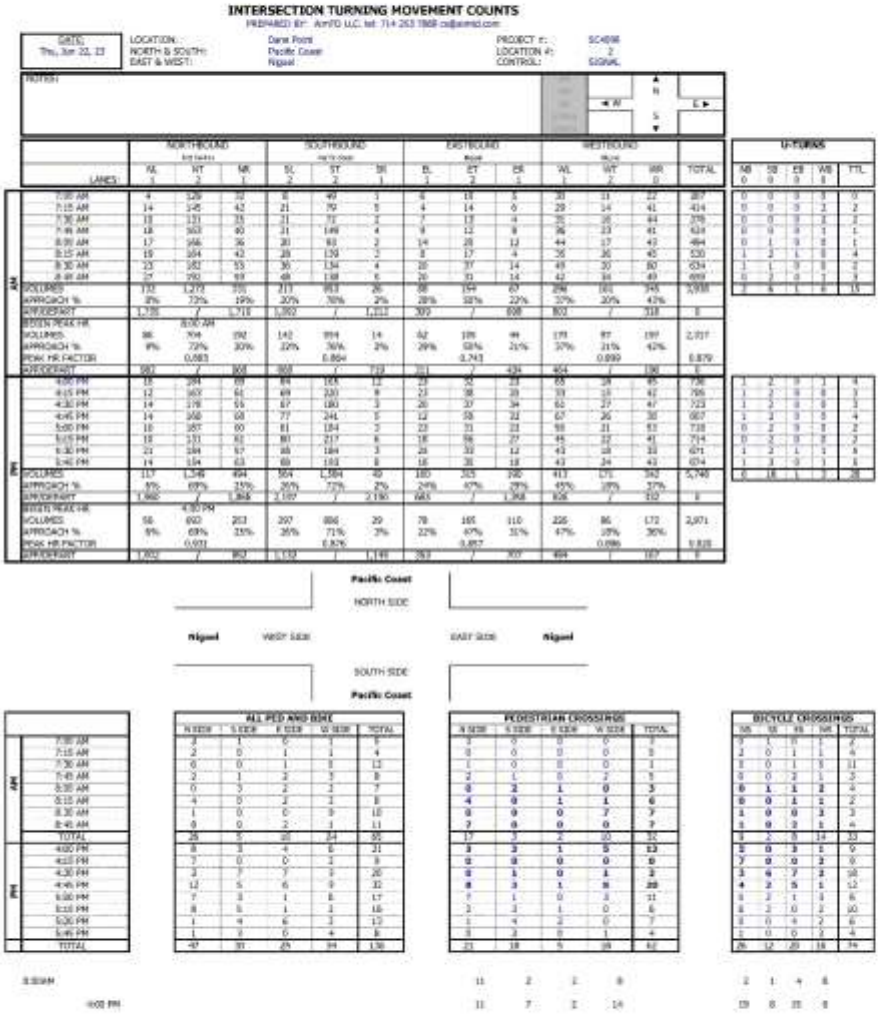
>=3-axle

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

		NL	NT	NR	SL	ST	SR	EL	
PM	Heavy Vehicle%		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: AmTD LLC, tel: 714-263-1868 cs@amtd.com

74321

DATE: Thu, Jun 22, 23

LOCATION:
NORTH & SOUTH: Dana Point
EAST & WEST: Pacific Coast / Niguel

PROJECT #: SC4898
LOCATION #: 2
CONTROL: SIGNAL

NOTES:

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	1	2	1	2	2	1	1	2	1	1	2	0		0	0	0	0	
AM	7:00 AM	4	126	32	8	49	3	6	18	6	30	11	22	307	0	0	0	0	0
	7:15 AM	14	145	42	21	79	5	4	14	6	29	14	41	414	0	0	0	2	2
	7:30 AM	13	131	35	21	71	3	7	13	4	25	16	44	378	0	0	0	0	0
	7:45 AM	18	163	40	31	149	4	9	12	8	36	23	41	534	0	0	0	1	1
	8:00 AM	17	166	36	30	93	3	14	28	12	44	17	43	484	0	1	0	0	1
	8:15 AM	19	164	43	28	139	2	8	17	4	36	36	45	530	1	2	1	0	4
	8:30 AM	23	162	55	36	134	4	16	37	14	49	30	80	634	1	1	0	0	2
	8:45 AM	27	190	69	49	168	6	20	31	14	42	34	49	699	0	2	0	1	3
	VOLUMES	135	1,247	352	213	853	26	88	164	67	291	181	345	3,918	2	6	1	4	13
	APPROACH %	8%	72%	19%	20%	76%	2%	28%	58%	22%	37%	20%	43%						
	APP/DEPART	1,734	/	1,713	1,092	/	1,111	309	/	698	802	/	338	8					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	86	704	192	142	554	14	52	106	44	173	97	197	2,377					
	APPROACH %	9%	73%	20%	20%	76%	3%	29%	59%	24%	37%	21%	42%						
	PEAK HR FACTOR		0.883			0.864			0.743			0.899		0.879					
	APP/DEPART	982	/	868	808	/	719	211	/	424	464	/	190	5					
PM	4:00 PM	18	184	69	84	164	12	23	52	23	65	24	45	736	1	2	0	1	4
	4:15 PM	12	169	61	69	230	9	21	58	26	59	18	42	795	1	2	0	0	3
	4:30 PM	14	178	55	67	180	3	20	37	34	61	27	47	723	1	2	0	0	3
	4:45 PM	14	168	68	77	244	5	12	58	22	67	26	30	867	1	2	0	1	4
	5:00 PM	10	167	60	81	184	2	23	31	23	58	21	53	718	0	2	0	0	2
	5:15 PM	18	131	61	80	217	6	18	56	27	45	22	41	714	0	2	0	0	2
	5:30 PM	23	184	57	68	184	3	28	32	12	43	18	33	671	1	2	1	1	5
	5:45 PM	14	154	63	69	183	3	18	36	18	43	24	42	674	1	1	0	1	3
	VOLUMES	117	1,345	494	564	1,586	40	183	360	205	413	180	343	5,740	6	16	1	3	26
	APPROACH %	6%	69%	25%	26%	72%	2%	24%	47%	27%	45%	20%	37%						
	APP/DEPART	1,956	/	1,868	2,190	/	2,190	685	/	1,398	936	/	332	8					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	66	693	263	297	886	29	78	185	110	226	86	172	2,971					
	APPROACH %	6%	69%	25%	26%	71%	3%	22%	47%	31%	47%	18%	36%						
	PEAK HR FACTOR		0.931			0.926			0.857			0.896		0.928					
	APP/DEPART	1,022	/	952	1,212	/	1,149	373	/	707	484	/	187	5					

Pacific Coast

NORTH SIDE

Niguel — WEST SIDE — EAST SIDE — Niguel

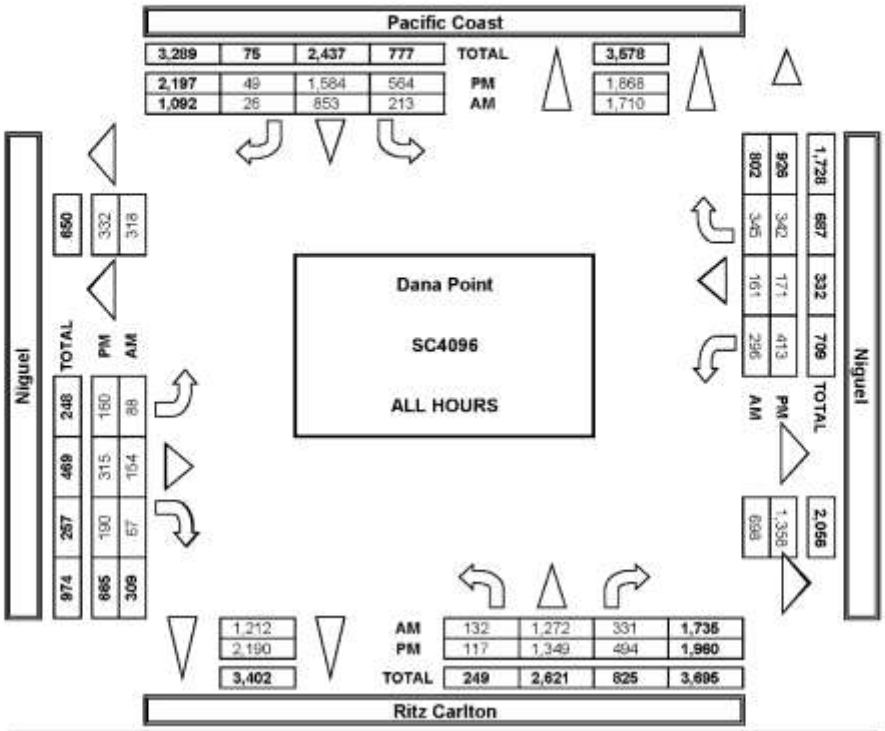
SOUTH SIDE

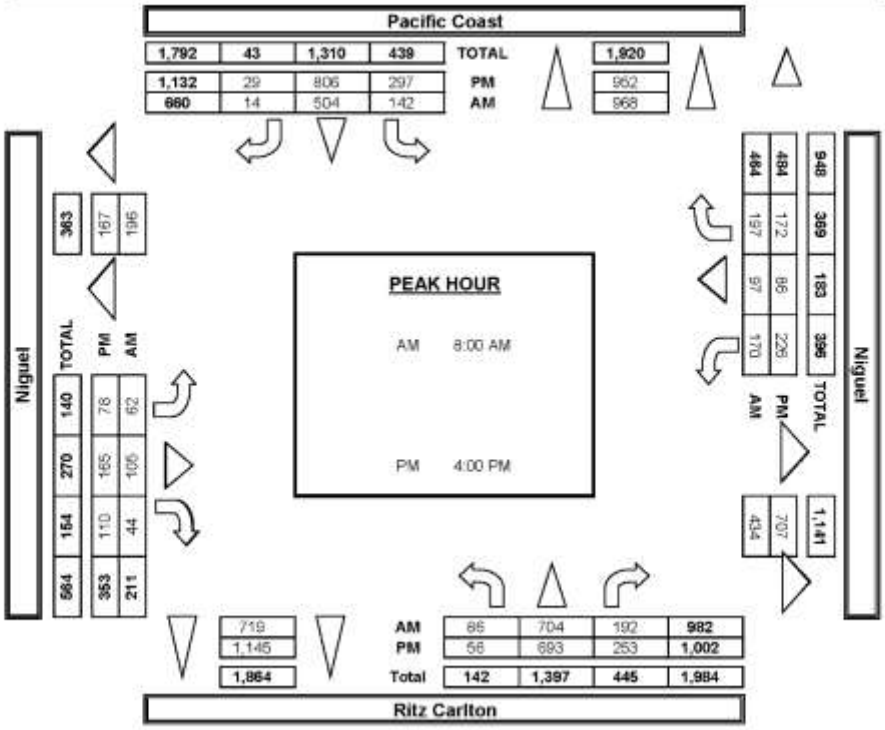
Pacific Coast

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NB	SB	EB	WB	TOTAL
AM	7:00 AM	2	1	0	1	4	0	0	0	0	0	2	1	1	1	4
	7:15 AM	2	0	1	1	4	0	0	0	0	0	2	0	1	1	4
	7:30 AM	6	0	1	5	12	1	0	0	0	1	3	0	1	5	11
	7:45 AM	2	1	2	3	8	2	1	0	2	5	0	0	2	1	3
	8:00 AM	0	3	2	2	7	0	2	1	0	3	0	1	1	2	4
	8:15 AM	4	0	2	2	8	4	0	1	1	6	0	0	1	1	2
	8:30 AM	1	0	0	9	10	0	0	0	7	7	1	0	0	3	3
	8:45 AM	0	0	2	9	11	7	0	0	0	7	1	0	3	1	4
	TOTAL	25	5	10	34	55	17	3	2	10	32	9	2	9	14	33
PM	4:00 PM	8	3	4	6	21	3	3	1	5	13	2	0	3	1	6
	4:15 PM	7	0	0	2	9	0	0	0	0	0	7	0	0	2	9
	4:30 PM	2	7	7	4	20	0	1	0	1	2	3	6	7	2	18
	4:45 PM	12	5	6	9	32	4	3	1	8	20	4	2	5	1	12
	5:00 PM	7	3	1	6	17	1	1	0	1	3	3	2	1	2	8
	5:15 PM	8	5	1	2	16	3	3	1	0	6	4	2	0	2	10
	5:30 PM	1	4	6	3	13	1	4	2	0	7	0	0	4	2	6
	5:45 PM	1	1	0	4	6	0	2	0	1	4	1	0	0	3	4
	TOTAL	47	31	25	39	130	21	18	5	16	60	26	12	20	16	74
8:00AM							11	2	1	0		2	1	4	0	
4:00 PM							11	7	1	14		19	8	15	8	

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TUR

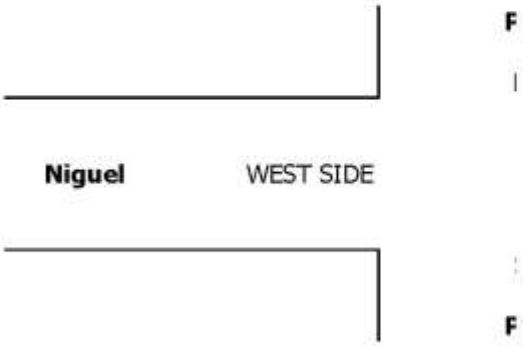
PREPARED BY: AimTD LL

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

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

		NORTHBOUND Ritz Carlton			SOUTHBOUNI 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	/



:NING MOVEMENT COUNTS

.C. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4096
LOCATION #: 2
CONTROL: SIGNAL

				AM		▲ N	
5	6			PM			
2	2			MD	◄ W		E ►
				OTHER		S	
				OTHER		▼	

D	EASTBOUND Niguel			WESTBOUND Niguel			
SR	EL	ET	ER	WL	WT	WR	TOTAL
1	1	2	1	1	2	0	
1	7	11	6	30	12	24	333
5	4	15	6	30	15	44	446
2	9	15	4	33	16	46	401
4	9	13	8	39	25	49	568
2	16	21	14	45	18	46	530
3	9	18	5	36	27	48	556
4	22	39	16	50	20	64	668
5	21	32	15	44	35	51	681
26	94	161	72	304	165	370	4,181
2%	29%	49%	22%	36%	20%	44%	
1,285	327	/	748	839	/	328	0
14	66	108	48	173	99	208	2,435
2%	30%	49%	22%	36%	21%	43%	
		0.735			0.901		0.894
752	222	/	462	480	/	202	0
12	25	32	25	66	18	46	762
9	25	40	24	33	15	44	727
3	22	38	36	62	27	49	741
5	13	60	34	69	26	39	828
3	26	32	24	56	21	56	734
6	19	57	29	46	22	42	726
3	26	33	13	43	18	34	678
8	16	30	19	45	24	44	685
49	171	321	203	418	171	354	5,879
2%	25%	46%	29%	44%	18%	38%	

2,241	695	/	1,406	943	/	338	0
29 2%	85 23%	170 46% 0.873	118 32%	229 46%	86 17% 0.899	178 36%	3,057 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:	LOCATION:	Dana Point	PROJECT #:	SC4096
6/22/23	NORTH & SOUTH:	Pacific Coast	LOCATION #:	2
THURSDAY	EAST & WEST:	Niguel	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

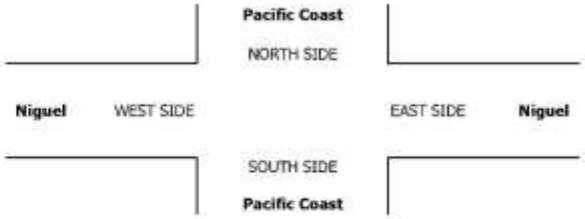
N ▲ / ◄ W / E ► / S ▼

		NORTHBOUND (Ritz Carlton)			SOUTHBOUND (Pacific Coast)			EASTBOUND (Niguel)			WESTBOUND (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
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											
	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
PM	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

U-TURNS

NB	SB	EB	WB	TTL
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

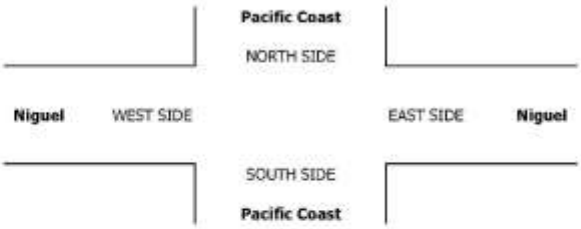
DATE:	LOCATION:	Dana Point	PROJECT #:	SC4096
6/22/23	NORTH & SOUTH:	Pacific Coast	LOCATION #:	2
THURSDAY	EAST & WEST:	Niguel	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

▲ N ◄ W E ► S ▼

		NORTHBOUND (Rbt Carlton)			SOUTHBOUND (Pacific Coast)			EASTBOUND (Niguel)			WESTBOUND (Niguel)				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	13	4	2	2	0	1	2	1	0	1	2	28	0	0	0	0	0
	7:15 AM	0	9	5	2	8	0	0	2	0	1	1	3	31	0	0	0	0	0
	7:30 AM	1	14	2	1	4	0	1	3	0	1	0	4	31	0	0	0	0	0
	7:45 AM	2	15	6	0	12	0	0	1	0	3	3	5	47	0	0	0	0	0
	8:00 AM	3	9	5	4	9	0	1	1	3	1	1	5	42	0	0	0	0	0
	8:15 AM	3	20	3	0	7	0	1	1	1	1	1	2	40	0	0	0	0	0
	8:30 AM	1	17	4	3	11	0	1	3	3	1	0	7	51	0	0	0	0	0
	8:45 AM	0	7	6	2	8	0	1	1	1	3	1	4	34	0	0	0	0	0
	VOLUMES	10	104	35	14	61	0	6	14	9	11	8	32	304	0	0	0	0	0
	APPROACH %	7%	70%	23%	19%	81%	0%	21%	48%	31%	22%	16%	63%						
	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					
PM	4:00 PM	1	6	2	6	10	0	0	0	2	2	0	0	29	1	0	0	0	1
	4:15 PM	0	6	3	2	11	0	0	3	3	0	0	0	28	0	0	0	0	0
	4:30 PM	0	3	1	3	9	0	0	2	1	1	0	1	21	0	0	0	0	0
	4:45 PM	0	3	0	6	13	0	1	2	0	3	0	0	28	0	0	0	0	0
	5:00 PM	0	4	2	7	4	0	1	1	0	0	0	4	23	0	0	0	0	0
	5:15 PM	0	3	0	1	3	0	0	0	1	1	0	0	9	0	0	0	0	0
	5:30 PM	0	2	2	1	3	0	0	0	0	0	0	0	8	0	0	0	0	0
	5:45 PM	0	3	0	0	1	0	0	0	0	1	0	0	5	0	0	0	0	0
	VOLUMES	1	30	10	26	54	0	2	8	7	8	0	5	151	1	0	0	0	1
	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			0.799			0.583			0.583		0.914					
	APP/DEPART	25	/	20	60	/	56	14	/	30	7	/	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:	Pacific Coast	LOCATION #:	2
THURSDAY	EAST & WEST:	Niguel	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

▲ N ◄ W E ► S ▼

		NORTHBOUND (Rtz Carlton)			SOUTHBOUND (Pacific Coast)			EASTBOUND (Niguel)			WESTBOUND (Niguel)				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	2	2	0	1	0	0	0	0	0	0	1	6	0	0	0	0	0
	7:15 AM	0	3	3	0	0	0	0	0	0	0	0	1	7	0	0	0	0	0
	7:30 AM	0	2	1	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0
	7:45 AM	0	0	0	1	1	0	0	0	0	0	0	1	3	0	0	0	0	0
	8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	1	0	0	0	0	0	0	0	2	3	0	0	0	0	0
	8:30 AM	0	2	0	0	3	0	0	0	0	0	0	0	5	0	0	0	0	0
	8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	10	7	2	5	0	0	0	0	1	0	5	30	0	0	0	0	0
	APPROACH %	0%	59%	41%	29%	71%	0%	0%	0%	0%	17%	0%	83%						
	APP/DEPART	17	/	15	7	/	6	0	/	9	6	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	3	1	1	3	0	0	0	0	0	0	2	10					
	APPROACH %	0%	75%	25%	25%	75%	0%	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					
PM	4:00 PM	0	1	0	1	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	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	0	1	0	0	0	0	0
	4:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	1	1	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	1	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	0
	VOLUMES	0	4	2	1	3	0	0	2	0	1	0	0	13	0	0	0	0	0
	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					



INTERSECTION TURNING MOVEMENT COUNTS

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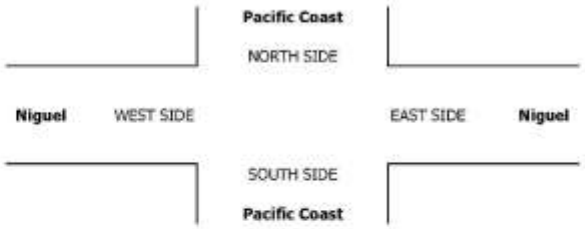
DATE:	LOCATION:	Dana Point	PROJECT #:	SC4096
6/22/23	NORTH & SOUTH:	Pacific Coast	LOCATION #:	2
THURSDAY	EAST & WEST:	Niguel	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / PEAK HR — ▲ N ◄ W E ► 5 ▼

		NORTHBOUND (Rbt Carlton)			SOUTHBOUND (Pacific Coast)			EASTBOUND (Niguel)			WESTBOUND (Niguel)				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:15 AM	0	2	1	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0
	7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:45 AM	0	0	0	0	6	0	0	0	0	0	0	2	8	0	0	0	0	0
	8:00 AM	0	3	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0
	8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	0	10	2	2	9	0	0	0	0	0	0	2	25	0	0	0	0	0
	APPROACH %	0%	83%	17%	18%	82%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	12	/	12	11	/	9	0	/	4	2	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	5	1	1	2	0	0	0	0	0	0	0	9					
	APPROACH %	0%	83%	17%	33%	67%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.375			0.000			0.000		0.450					
	APP/DEPART	6	/	5	3	/	2	0	/	2	0	/	0	0					
PM	4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	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	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	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	0	1	0	0	0	0	0
	VOLUMES	0	0	0	3	2	0	0	0	0	0	0	0	5	0	0	0	0	0
	APPROACH %	0%	0%	0%	60%	40%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	5	/	2	0	/	3	0	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	2	2	0	0	0	0	0	0	0	4					
	APPROACH %	0%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			1.000			0.000			0.000		1.000					
	APP/DEPART	0	/	0	4	/	2	0	/	2	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

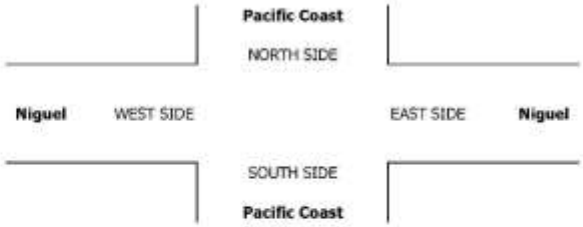
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4096
6/22/23	NORTH & SOUTH:	Pacific Coast	LOCATION #:	2
THURSDAY	EAST & WEST:	Niguel	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

N ▲ | W ◄ | E ► | S ▼

		NORTHBOUND (Rita Carlton)			SOUTHBOUND (Pacific Coast)			EASTBOUND (Niguel)			WESTBOUND (Niguel)				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	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%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	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	0	0	0	0	0	0	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	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	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	0	0	0	0	0
	5:00 PM	0	0	0	0	0	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	0	0	0	0	0
	5:30 PM	0	0	0	0	0	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	0	0	0	0	0
	VOLUMES	0	0	0	0	0	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%						
	APP/DEPART	0	/	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	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					



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:	Pacific Coast	LOCATION #:	2
THURSDAY	EAST & WEST:	Niguel	CONTROL:	SIGNAL

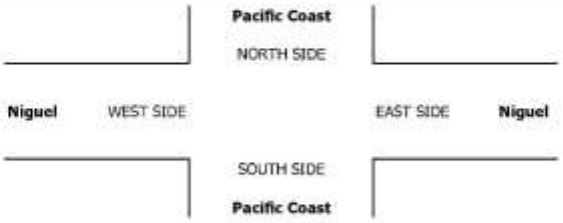
CLASS 6:	NOTES:
BUSES	

▲ N ◄ W E ► S ▼

		NORTHBOUND (Rio Carbon)			SOUTHBOUND (Pacific Coast)			EASTBOUND (Niguel)			WESTBOUND (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
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%	
	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
PM	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

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

		NL	NT	NR	SL	ST	SR	EL	
AM	Heavy Vehicle%		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	**192**
105	44	170	97	197	**2317**
6%	18%	4%	3%	10%	8%

ET	ER	WL	WT	WR	TOTAL
8	11	6	0	6	**135**
105	44	170	97	197	**2317**
8%	25%	4%	0%	3%	6%
8	11	6	0	6	134
165	110	226	86	172	2971
5%	10%	3%	0%	3%	5%

>=2-axle

		NL	NT	NR	SL	ST	SR	EL	
AM	Heavy Vehicle%		0	10	2	2	7	0	2
			86	704	192	142	504	14	62
			0%	1%	1%	1%	1%	0%	3%

		NL	NT	NR	SL	ST	SR	EL	
PM	Heavy Vehicle%		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

T020624

PREPARED BY: AlanTD LLC. tel: 714 253 7888 cs@alantd.com

DATE: Thu, Jul 18, 24

LOCATION: Dana Point
NORTH & SOUTH: Del Obispo St
EAST & WEST: Pacific Coast Hwy

PROJECT #: SC4797
LOCATION #: 3
CONTROL: SIGNAL

NOTES:

N ▲ S ▼ ◄ W E ►

		NORTHBOUND (Del Obispo St)			SOUTHBOUND (Del Obispo St)			EASTBOUND (Pacific Coast Hwy)			WESTBOUND (Pacific Coast Hwy)				U-TURNS				
	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	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	15	9	37	50	18	15	9	145	9	62	186	25	578	0	0	3	0	3
	7:15 AM	6	13	48	39	35	21	16	144	20	66	230	33	677	0	0	2	0	2
	7:30 AM	12	11	31	34	17	22	7	168	19	89	309	29	648	0	2	2	0	4
	7:45 AM	13	15	37	80	19	28	17	183	17	99	294	31	795	0	0	1	0	1
	8:00 AM	6	20	45	60	26	31	16	225	15	116	355	52	917	1	0	2	0	3
	8:15 AM	7	21	58	59	35	22	13	204	28	175	318	43	983	0	1	2	0	3
	8:30 AM	9	12	67	49	34	25	20	234	29	159	291	62	991	0	0	4	0	4
	8:45 AM	8	18	82	92	32	43	24	229	34	207	319	57	1,155	2	0	0	0	2
	VOLUMES	76	139	405	463	224	207	122	1,502	171	973	2,118	334	6,758	3	3	16	0	22
	APPROACH %	12%	22%	65%	52%	25%	23%	7%	83%	9%	28%	62%	10%						
	APP/DEPART	620	/	598	897	/	1,371	1,811	/	2,370	3,425	/	2,417	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	30	93	252	260	137	121	73	862	106	657	1,233	214	4,048	2	1	8	0	
	APPROACH %	8%	24%	67%	50%	26%	23%	7%	82%	10%	31%	59%	10%						
	PEAK HR FACTOR		0.859			0.694			0.947			0.902		0.875					
	APP/DEPART	376	/	376	518	/	503	1,048	/	1,374	2,104	/	1,392	0					
PM	4:00 PM	31	53	203	70	50	55	15	208	30	165	306	70	1,327	0	1	1	0	2
	4:15 PM	16	40	146	47	31	32	26	320	40	164	340	83	1,285	0	1	1	0	2
	4:30 PM	17	32	159	82	41	24	26	257	17	142	340	83	1,220	0	0	3	0	3
	4:45 PM	18	44	117	67	33	27	31	301	22	138	339	70	1,207	0	2	1	0	3
	5:00 PM	23	33	141	66	24	31	33	279	34	171	345	72	1,249	0	2	1	0	3
	5:15 PM	21	29	143	64	47	36	27	329	23	149	353	75	1,296	0	0	2	0	2
	5:30 PM	18	36	133	74	32	33	40	264	33	159	343	79	1,243	1	0	3	0	4
	5:45 PM	36	34	122	51	36	49	27	280	21	132	304	70	1,133	0	0	3	0	3
	VOLUMES	180	301	1,164	521	294	258	225	2,306	220	1,220	2,665	691	9,980	1	6	15	0	22
	APPROACH %	11%	18%	71%	48%	27%	24%	8%	83%	8%	27%	59%	13%						
	APP/DEPART	1,646	/	1,137	1,079	/	1,735	2,769	/	3,994	4,466	/	3,118	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	82	169	625	286	155	118	98	1,177	109	609	1,325	396	5,049	0	4	6	0	
	APPROACH %	9%	19%	71%	48%	29%	22%	7%	85%	8%	27%	59%	14%						
	PEAK HR FACTOR		0.763			0.870			0.898			0.954		0.950					
	APP/DEPART	876	/	577	543	/	673	1,390	/	2,068	2,240	/	1,531	0					

Del Obispo St
NORTH LEG

Pacific Coast Hwy — WEST LEG — EAST LEG — Pacific Coast Hwy

SOUTH LEG
Del Obispo St

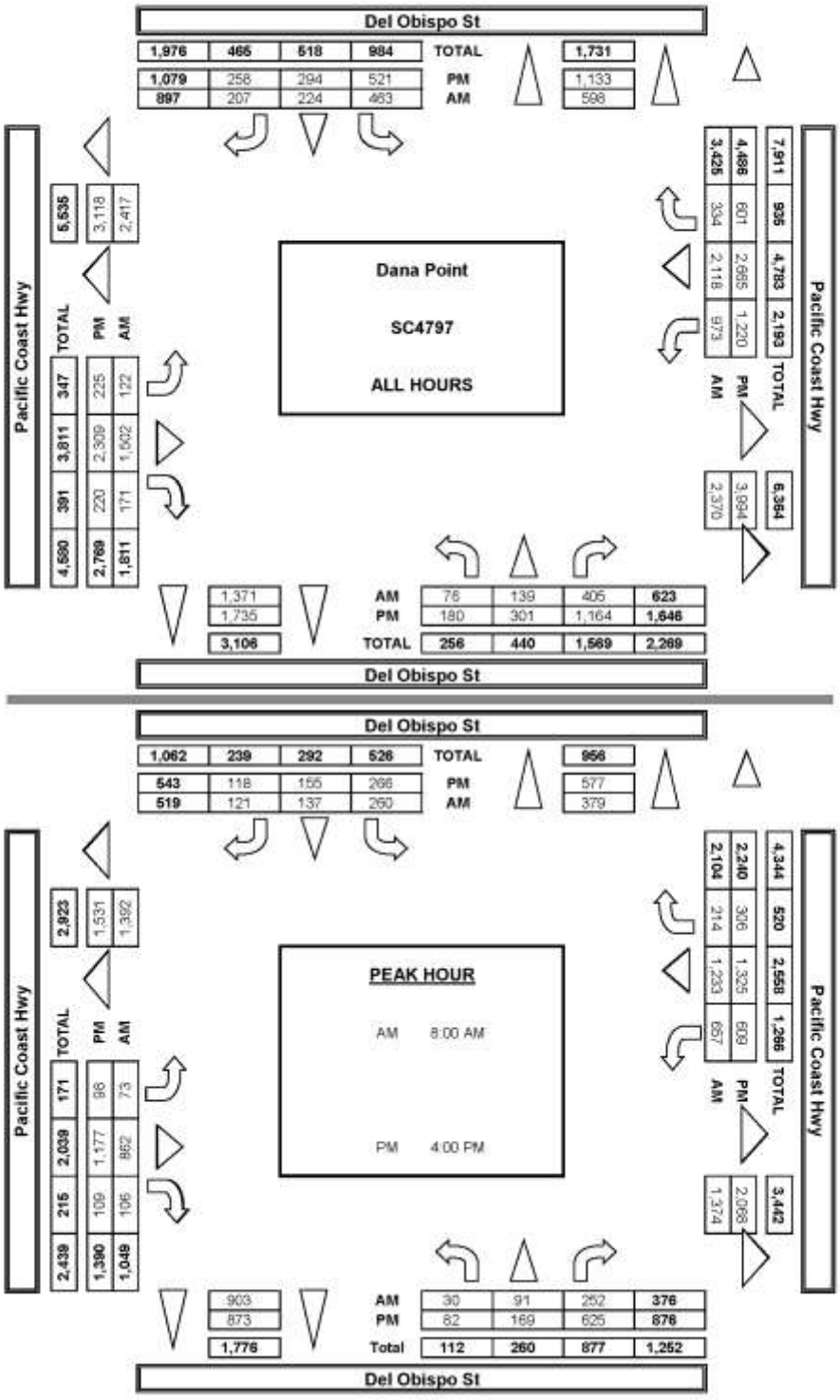
		ALL PED + BIKE & SCOOTER				
		N LEG	S LEG	E LEG	W LEG	TOTAL
AM	7:00 AM	3	4	0	0	7
	7:15 AM	2	1	0	4	7
	7:30 AM	3	0	0	1	4
	7:45 AM	2	0	0	6	8
	8:00 AM	1	2	0	0	3
	8:15 AM	2	0	0	2	4
	8:30 AM	2	3	0	3	8
	8:45 AM	0	2	0	1	3
	TOTAL	15	12	0	17	44
PM	4:00 PM	2	3	0	5	10
	4:15 PM	7	3	0	4	14
	4:30 PM	2	14	1	9	26
	4:45 PM	3	6	2	6	17
	5:00 PM	4	9	0	6	19
	5:15 PM	1	4	0	3	8
	5:30 PM	4	3	0	3	10
	5:45 PM	8	1	1	6	16
	TOTAL	35	43	4	42	120

		PEDESTRIAN CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL
AM	7:00 AM	3	4	0	0	7
	7:15 AM	2	1	0	4	7
	7:30 AM	3	0	0	1	4
	7:45 AM	1	0	0	5	6
	8:00 AM	0	1	0	0	1
	8:15 AM	2	0	0	2	4
	8:30 AM	2	3	0	3	8
	8:45 AM	0	2	0	0	2
	TOTAL	13	11	0	15	39
PM	4:00 PM	1	2	0	4	7
	4:15 PM	7	3	0	4	14
	4:30 PM	2	11	0	6	19
	4:45 PM	3	6	1	2	10
	5:00 PM	4	4	0	5	13
	5:15 PM	1	3	0	2	6
	5:30 PM	3	1	0	2	6
	5:45 PM	2	1	0	3	6
	TOTAL	21	31	1	28	81

		BICYCLE & SCOOTER CROSSINGS				
		NL	SL	EL	WL	TOTAL
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	1	0	0	1	2
	8:00 AM	1	1	0	0	2
	8:15 AM	0	0	0	0	0
	8:30 AM	0	0	0	0	0
	8:45 AM	0	0	1	1	1
	TOTAL	2	1	0	2	5
PM	4:00 PM	1	1	0	1	3
	4:15 PM	0	0	0	0	0
	4:30 PM	0	3	1	3	7
	4:45 PM	2	0	1	4	7
	5:00 PM	0	5	0	1	6
	5:15 PM	0	1	0	1	2
	5:30 PM	1	2	0	1	4
	5:45 PM	6	0	1	3	10
	TOTAL	10	12	3	14	39

AimTD LLC

TURNING MOVEMENT COUNTS



INTERSECTION TUR

PREPARED BY: AimTD LL

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

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

		NORTHBOUND Del Obispo St			SOUTHBOUNI 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	/

D

Pacific Coast Hwy WEST SIDE

D

:NING MOVEMENT COUNTS

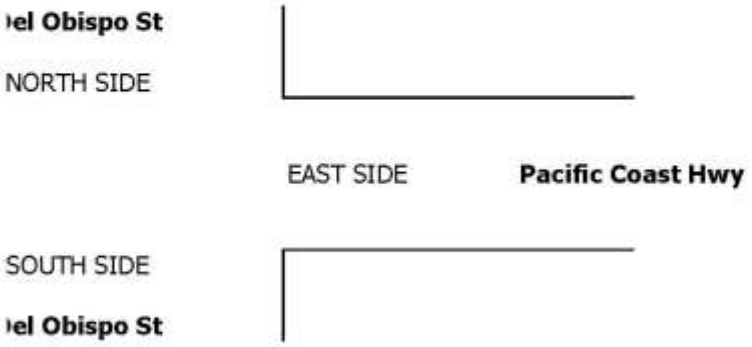
.C. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4797
LOCATION #: 3
CONTROL: SIGNAL

				AM		▲ N	
5	6			PM			
2	2			MD	◄ W		E ►
				OTHER		S	
				OTHER		▼	

D	EASTBOUND Pacific Coast Hwy			WESTBOUND Pacific Coast Hwy			
SR 1	EL 1	ET 2.5	ER 0.5	WL 2	WT 2.5	WR 0.5	TOTAL
16	10	147	9	69	204	31	620
23	16	154	23	74	256	37	731
25	7	176	20	95	230	30	691
31	18	188	18	109	271	36	845
34	18	238	17	121	325	56	971
24	14	218	29	189	345	45	1,051
28	21	224	31	165	302	64	1,021
44	25	234	35	218	336	59	1,212
222	128	1,578	180	1,039	2,267	355	7,142
24%	7%	84%	10%	28%	62%	10%	
1,454	1,886	/	2,493	3,660	/	2,569	0
129	78	913	111	692	1,307	223	4,255
24%	7%	83%	10%	31%	59%	10%	
		0.939			0.907		0.878
948	1,101	/	1,448	2,222	/	1,467	0
36	16	316	31	167	313	72	1,367
33	26	337	46	171	347	85	1,333
25	27	272	18	144	343	86	1,254
30	32	309	23	139	343	70	1,231
33	34	284	36	173	346	75	1,275
36	28	338	26	152	358	77	1,326
33	40	267	34	160	350	81	1,264
41	28	265	23	133	308	70	1,148
266	229	2,387	236	1,236	2,707	615	10,196
24%	8%	84%	8%	27%	59%	13%	

1,774	2,851	/	4,119	4,557	/	3,154	0
123 22%	100 7%	1,234 85% 0.888	118 8%	620 27%	1,345 59% 0.944	313 14%	5,184 0.948
899	1,451	/	2,147	2,277	/	1,552	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 #:	SC4797
7/18/24	NORTH & SOUTH:	Del Obispo St	LOCATION #:	3
THURSDAY	EAST & WEST:	Pacific Coast Hwy	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

N ▲ | ◄ W | E ► | S ▼

		NORTHBOUND Del Obispo St			SOUTHBOUND Del Obispo St			EASTBOUND Pacific Coast Hwy			WESTBOUND Pacific Coast Hwy				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	12	8	33	48	14	14	8	141	9	52	158	18	515	0	0	3	0	3
	7:15 AM	5	11	42	36	32	18	16	131	16	59	204	29	599	0	0	2	0	2
	7:30 AM	11	11	26	34	16	17	7	154	18	83	180	28	585	0	2	2	0	4
	7:45 AM	13	12	31	72	19	24	15	173	15	88	223	30	715	0	0	1	0	1
	8:00 AM	6	20	40	57	22	27	13	208	13	108	273	50	837	1	0	2	0	3
	8:15 AM	7	20	53	55	31	19	11	186	26	163	278	40	889	0	1	2	0	3
	8:30 AM	9	31	65	44	22	19	18	197	27	151	271	60	914	0	0	4	0	4
	8:45 AM	6	17	76	87	48	42	22	203	33	197	297	54	1,082	2	0	0	0	2
	VOLUMES	69	130	366	433	204	180	110	1,393	157	901	1,884	309	6,158	3	3	16	0	22
	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																
	VOLUMES	28	88	234	243	123	107	64	794	99	619	1,119	204	3,734	3	1	8	0	
	APPROACH %	8%	25%	66%	51%	26%	23%	7%	82%	10%	32%	58%	11%						
	PEAK HR FACTOR		0.840			0.669			0.935			0.886		0.861					
	APP/DEPART	353	/	357	474	/	844	965	/	1,271	1,942	/	1,262	0					
PM	4:00 PM	30	51	198	64	46	34	14	275	29	162	299	68	1,270	0	1	1	0	2
	4:15 PM	15	40	142	42	28	30	26	293	31	156	330	80	1,213	0	1	1	0	2
	4:30 PM	16	30	154	78	38	23	24	239	16	139	334	80	1,171	0	0	3	0	3
	4:45 PM	18	41	112	64	32	24	30	287	21	137	333	70	1,169	0	2	1	0	3
	5:00 PM	23	32	137	64	24	30	32	270	32	168	333	68	1,213	0	2	1	0	3
	5:15 PM	21	29	135	57	45	36	26	312	20	146	344	73	1,244	0	0	2	0	2
	5:30 PM	18	35	127	71	32	33	40	259	32	158	334	75	1,214	1	0	3	0	4
	5:45 PM	36	34	120	50	35	39	26	252	19	131	299	70	1,111	0	0	3	0	3
	VOLUMES	177	292	1,125	490	280	249	218	2,187	200	1,197	2,606	584	9,627	1	6	15	0	22
	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																
	VOLUMES	79	162	606	248	144	111	94	1,094	97	594	1,296	298	4,633	0	4	6	0	
	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					



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

▲ N ◄ W E ► S ▼

		NORTHBOUND Del Obispo St			SOUTHBOUND Del Obispo St			EASTBOUND Pacific Coast Hwy			WESTBOUND Pacific Coast Hwy				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	2	1	1	1	2	1	1	4	0	9	20	5	47	0	0	0	0	0
	7:15 AM	1	2	6	2	3	3	0	8	2	4	28	1	60	0	0	0	0	0
	7:30 AM	1	0	4	0	1	5	0	12	1	4	25	1	54	0	0	0	0	0
	7:45 AM	0	3	2	8	0	3	2	10	2	8	29	1	68	0	0	0	0	0
	8:00 AM	0	0	3	2	4	2	3	13	1	7	27	0	62	0	0	0	0	0
	8:15 AM	0	1	3	4	2	3	2	13	2	7	32	3	72	0	0	0	0	0
	8:30 AM	0	1	2	4	2	6	2	14	1	6	19	1	58	0	0	0	0	0
	8:45 AM	2	1	4	3	4	1	2	11	1	6	18	3	56	0	0	0	0	0
	VOLUMES	6	9	25	24	18	24	12	85	10	51	198	15	477	0	0	0	0	0
	APPROACH %	15%	23%	63%	36%	27%	36%	11%	79%	9%	19%	75%	6%						
	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	0	0	0	0	
	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					
PM	4:00 PM	1	2	4	6	3	1	1	21	0	3	5	0	47	0	0	0	0	0
	4:15 PM	0	0	3	4	3	2	0	22	7	6	8	2	57	0	0	0	0	0
	4:30 PM	1	2	5	3	3	1	2	12	0	3	6	1	39	0	0	0	0	0
	4:45 PM	0	2	3	3	1	2	1	12	0	1	5	0	30	0	0	0	0	0
	5:00 PM	0	0	2	0	0	0	1	8	0	3	4	2	20	0	0	0	0	0
	5:15 PM	0	0	6	7	2	0	1	17	1	1	8	1	44	0	0	0	0	0
	5:30 PM	0	1	4	2	0	0	0	4	0	1	7	1	20	0	0	0	0	0
	5:45 PM	0	0	2	0	1	1	1	7	0	1	4	0	17	0	0	0	0	0
	VOLUMES	2	7	29	25	13	7	7	103	8	19	47	7	274	0	0	0	0	0
	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	0	0	0	0	
	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					



INTERSECTION TURNING MOVEMENT COUNTS

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

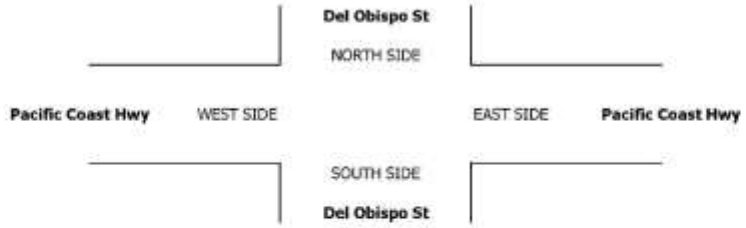
DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Del Obispo St	LOCATION #:	3
THURSDAY	EAST & WEST:	Pacific Coast Hwy	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

▲ N ◄ W E ► S ▼

		NORTHBOUND (Del Obispo St)			SOUTHBOUND (Del Obispo St)			EASTBOUND (Pacific Coast Hwy)			WESTBOUND (Pacific Coast Hwy)				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	1	0	3	0	0	0	0	0	0	0	8	0	12	0	0	0	0	0
	7:15 AM	0	0	0	1	0	0	0	4	1	0	2	3	11	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	3	0	0	1	0	0	0	0	2	1	7	0	0	0	0	0
	8:00 AM	0	0	2	0	0	2	0	2	0	1	4	0	11	0	0	0	0	0
	8:15 AM	0	0	2	0	1	0	0	2	0	0	2	0	7	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	2	0	1	1	0	4	0	0	0	0	0
	8:45 AM	0	0	2	1	0	0	0	1	0	0	0	0	4	0	0	0	0	0
	VOLUMES	1	0	12	2	1	3	0	11	1	2	19	4	56	0	0	0	0	0
	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																
	VOLUMES	0	0	6	1	1	2	0	7	0	2	7	0	26	0	0	0	0	
	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					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	1	0	0	0	0	0	0	3	0	0	0	0	4	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0
	4:45 PM	0	0	1	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	5:00 PM	0	1	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0
	5:30 PM	0	0	0	0	0	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	0	0	0	0	0
	VOLUMES	1	1	1	0	0	0	0	8	1	1	2	0	15	0	0	0	0	0
	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	0	0	0	0	
	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					



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

▲ N ◄ W E ► 5 ▼

		NORTHBOUND (Del Obispo St)			SOUTHBOUND (Del Obispo St)			EASTBOUND (Pacific Coast Hwy)			WESTBOUND (Pacific Coast Hwy)				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	1	0	3	2	0	6	0	0	0	0	0
	7:30 AM	0	0	1	0	0	0	0	0	0	2	4	0	7	0	0	0	0	0
	7:45 AM	0	0	1	0	0	0	0	0	0	3	0	0	4	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	2	0	0	1	2	5	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	2	0	5	3	0	10	0	0	0	0	0
	8:30 AM	0	0	0	1	0	0	0	0	0	1	0	0	2	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	4	0	4	4	0	12	0	0	0	0	0
	VOLUMES	0	0	2	1	0	0	0	9	0	19	14	3	48	0	0	0	0	0
	APPROACH %	0%	0%	100%	100%	0%	0%	0%	100%	0%	53%	39%	8%						
	APP/DEPART	2	/	3	1	/	19	9	/	12	36	/	14	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	1	0	0	0	8	0	10	8	2	29	0	0	0	0	
	APPROACH %	0%	0%	0%	100%	0%	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					
PM	4:00 PM	0	0	0	0	1	0	0	3	0	0	2	0	6	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	1	0	2	1	0	4	0	0	0	0	0
	4:30 PM	0	0	0	1	0	0	0	3	0	0	0	0	4	0	0	0	0	0
	4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	1	1	0	1	0	0	0	0	1	0	4	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	VOLUMES	0	0	2	2	1	2	0	7	0	2	6	0	22	0	0	0	0	0
	APPROACH %	0%	0%	100%	40%	20%	40%	0%	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	0	7	0	2	3	0	15	0	0	0	0	
	APPROACH %	0%	0%	0%	33%	33%	33%	0%	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					



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 5:	NOTES:
RV	

▲ N ◄ W E ► S ▼

		NORTHBOUND Del Obispo St			SOUTHBOUND Del Obispo St			EASTBOUND Pacific Coast Hwy			WESTBOUND Pacific Coast Hwy				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	1	/	1	1	/	1	0	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	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	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	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	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	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	0	0	0	0	0
	5:30 PM	0	0	0	0	0	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	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250					
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

CLASS 6:	NOTES:
BUSES	

▲ N ◄ W E ► S ▼

		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
AM	7:00 AM	0	0	0	1	0	0	0	0	0	0	0	1	2
	7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
	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	0	0	1	0	0	0	0	1	0	0	0	2
	8:15 AM	0	0	0	0	0	0	0	1	0	0	3	0	4
	8:30 AM	0	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	0	1
	VOLUMES	0	0	0	3	0	0	0	3	3	0	3	3	15
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	50%	50%	0%	50%	50%	
	APP/DEPART	0	/	3	3	/	3	6	/	6	6	/	3	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	0	0	2	0	0	0	2	2	0	3	1	10
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	50%	50%	0%	75%	25%	
	PEAK HR FACTOR		0.000			0.500			0.500			0.333		0.625
	APP/DEPART	0	/	1	2	/	2	4	/	4	4	/	3	0
PM	4:00 PM	0	0	1	0	0	0	0	0	1	0	0	2	4
	4:15 PM	0	0	1	1	0	0	0	1	2	0	1	1	7
	4:30 PM	0	0	0	0	0	0	0	0	1	0	0	2	3
	4:45 PM	0	0	1	0	0	0	0	1	1	0	1	0	4
	5:00 PM	0	0	1	1	0	0	0	1	2	0	1	2	8
	5:15 PM	0	0	2	0	0	0	0	0	1	1	0	1	5
	5:30 PM	0	0	1	1	0	0	0	1	1	0	1	2	7
	5:45 PM	0	0	0	1	0	0	0	0	2	0	0	0	3
	VOLUMES	0	0	7	4	0	0	0	4	11	1	4	10	41
	APPROACH %	0%	0%	100%	100%	0%	0%	0%	27%	73%	7%	27%	67%	
	APP/DEPART	7	/	10	4	/	12	15	/	15	15	/	4	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	3	1	0	0	0	2	5	0	2	5	18
	APPROACH %	0%	0%	100%	100%	0%	0%	0%	29%	71%	0%	29%	71%	
	PEAK HR FACTOR		0.750			0.250			0.583			0.875		0.643
	APP/DEPART	3	/	5	1	/	5	7	/	6	7	/	2	0

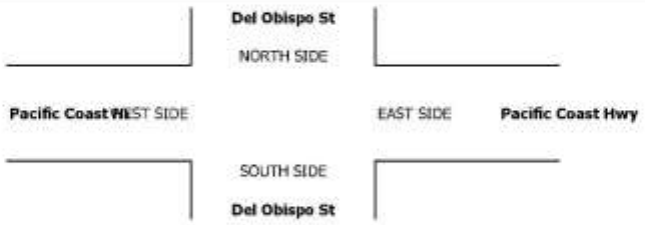
U-TURNS

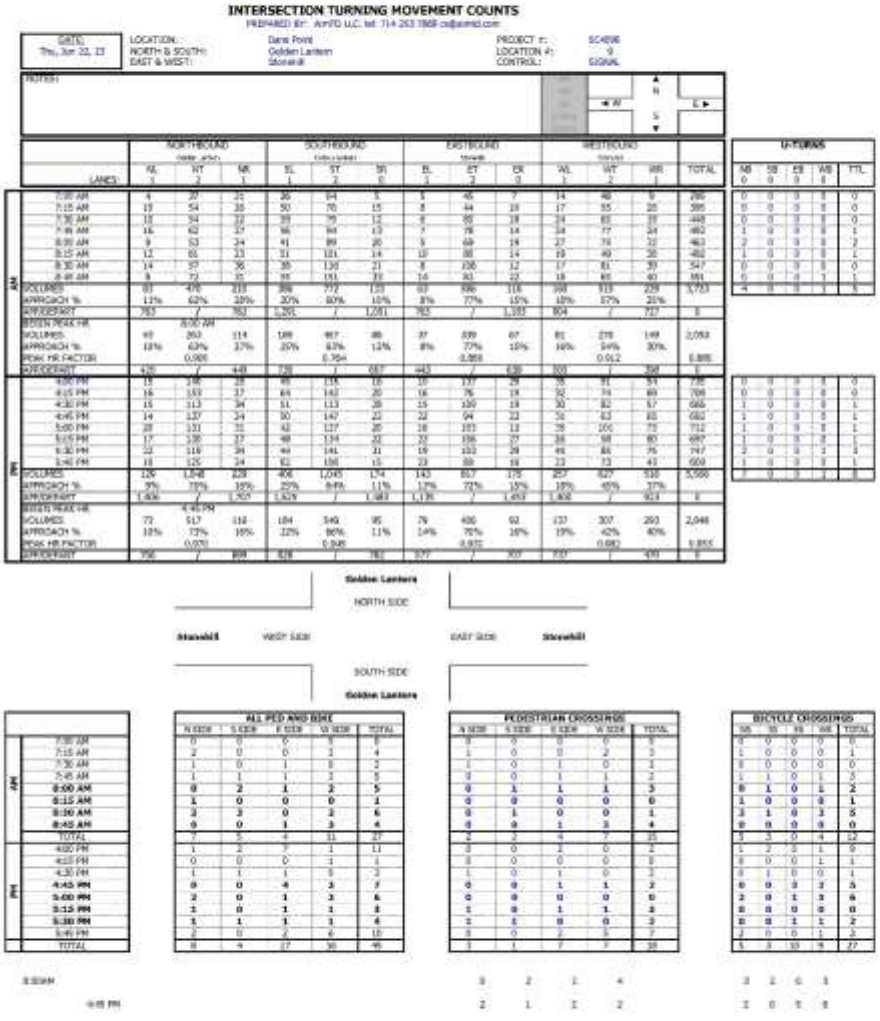
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

NB	SB	EB	WB
0	0	0	0

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

NB	SB	EB	WB
0	0	0	0





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AmTD LLC, tel: 714-263-1868 cs@amtd.com

DATE: Thu, Jun 22, 23
LOCATION:
NORTH & SOUTH: Dana Point
EAST & WEST: Golden Lantern / Stonehill
PROJECT #: SC4898
LOCATION #: 9
CONTROL: SIGNAL

PHASES

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
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	4	37	11	26	64	5	5	45	7	14	48	9	285
AM 7:15 AM	19	54	10	50	76	15	5	44	10	17	55	20	395
AM 7:30 AM	10	54	12	39	75	12	6	60	19	24	61	29	448
AM 7:45 AM	16	62	17	46	84	13	7	78	14	34	77	24	482
AM 8:00 AM	9	53	24	41	89	20	5	69	19	27	76	22	463
AM 8:15 AM	12	61	13	51	101	14	10	88	14	19	49	20	452
AM 8:30 AM	14	57	36	38	136	21	8	106	12	17	61	39	547
AM 8:45 AM	9	72	10	33	151	13	14	93	22	18	60	40	551
AM VOLUMES	93	490	133	324	772	123	60	586	116	168	519	229	3,723
AM APPROACH %	11%	62%	17%	30%	69%	11%	8%	77%	15%	18%	57%	25%	
AM APP/DEPART	783	/	752	1,219	/	1,081	762	/	1,103	804	/	717	8
AM PEAK HR:		8:00 AM											
AM VOLUMES	44	263	114	169	467	86	37	339	67	91	276	149	2,093
AM APPROACH %	11%	63%	27%	25%	63%	12%	8%	77%	15%	16%	54%	30%	
AM PEAK HR FACTOR		0.909			0.754			0.858			0.912		0.888
AM APP/DEPART	420	/	449	738	/	667	443	/	628	516	/	566	5
PM 4:00 PM	15	140	28	65	116	18	10	137	29	36	91	54	739
PM 4:15 PM	16	133	17	44	142	20	16	76	19	32	74	69	704
PM 4:30 PM	15	113	34	51	113	28	15	100	18	30	82	57	666
PM 4:45 PM	14	137	24	30	147	22	22	94	23	31	63	65	682
PM 5:00 PM	28	131	31	42	127	20	16	101	13	28	100	73	712
PM 5:15 PM	17	138	27	48	134	22	22	106	27	36	98	80	697
PM 5:30 PM	32	116	39	44	141	31	19	103	28	46	86	75	747
PM 5:45 PM	18	126	24	62	156	15	23	89	19	23	73	43	669
PM VOLUMES	126	1,048	228	406	1,045	174	143	807	175	257	627	516	5,566
PM APPROACH %	9%	78%	16%	25%	64%	11%	12%	72%	15%	18%	45%	37%	
PM APP/DEPART	1,406	/	1,707	1,625	/	1,683	1,125	/	1,493	1,400	/	923	8
PM PEAK HR:		4:45 PM											
PM VOLUMES	72	517	112	184	540	85	76	400	92	127	307	260	2,946
PM APPROACH %	10%	73%	16%	22%	66%	11%	14%	75%	18%	19%	42%	40%	
PM PEAK HR FACTOR		0.929			0.949			0.972			0.882		0.953
PM APP/DEPART	706	/	808	828	/	782	527	/	707	737	/	491	8

U-TURNS

	NB	SB	EB	WB	TTL
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	1	0	0	0	1
8:00 AM	2	0	0	0	2
8:15 AM	1	0	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	1	1
AM	4	0	0	1	5
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1
4:45 PM	1	0	0	0	1
5:00 PM	1	0	0	0	1
5:15 PM	1	0	0	0	1
5:30 PM	2	0	0	0	1
5:45 PM	0	0	0	0	0
PM	6	0	0	0	6

Golden Lantern
NORTH SIDE
Stonehill WEST SIDE EAST SIDE Stonehill
SOUTH SIDE
Golden Lantern

ALL PED AND BIKE

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	2	0	0	2	4
7:30 AM	1	0	1	0	2
7:45 AM	1	1	1	2	5
8:00 AM	**0**	**2**	**1**	**2**	**5**
8:15 AM	**1**	**0**	**0**	**0**	**1**
8:30 AM	**2**	**2**	**0**	**2**	**6**
8:45 AM	**0**	**0**	**1**	**3**	**4**
TOTAL	7	5	4	11	27
4:00 PM	1	2	7	1	11
4:15 PM	0	0	0	1	1
4:30 PM	1	1	1	0	3
4:45 PM	**0**	**0**	**4**	**3**	**7**
5:00 PM	**2**	**0**	**1**	**3**	**6**
5:15 PM	**1**	**0**	**1**	**1**	**3**
5:30 PM	**1**	**1**	**1**	**1**	**4**
5:45 PM	2	0	2	6	10
TOTAL	8	4	17	30	49

PEDESTRIAN CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	2	3
7:30 AM	1	0	1	0	2
7:45 AM	1	0	1	1	3
8:00 AM	**0**	**1**	**1**	**1**	**3**
8:15 AM	**0**	**0**	**0**	**0**	**0**
8:30 AM	**0**	**1**	**0**	**0**	**1**
8:45 AM	**0**	**0**	**1**	**3**	**4**
TOTAL	2	2	4	7	15
4:00 PM	0	0	2	0	2
4:15 PM	0	0	0	0	0
4:30 PM	1	0	1	0	2
4:45 PM	**0**	**0**	**1**	**1**	**2**
5:00 PM	**0**	**0**	**0**	**0**	**0**
5:15 PM	**1**	**0**	**1**	**1**	**3**
5:30 PM	**1**	**1**	**0**	**0**	**2**
5:45 PM	0	0	2	5	7
TOTAL	3	1	7	7	18

BICYCLE CROSSINGS

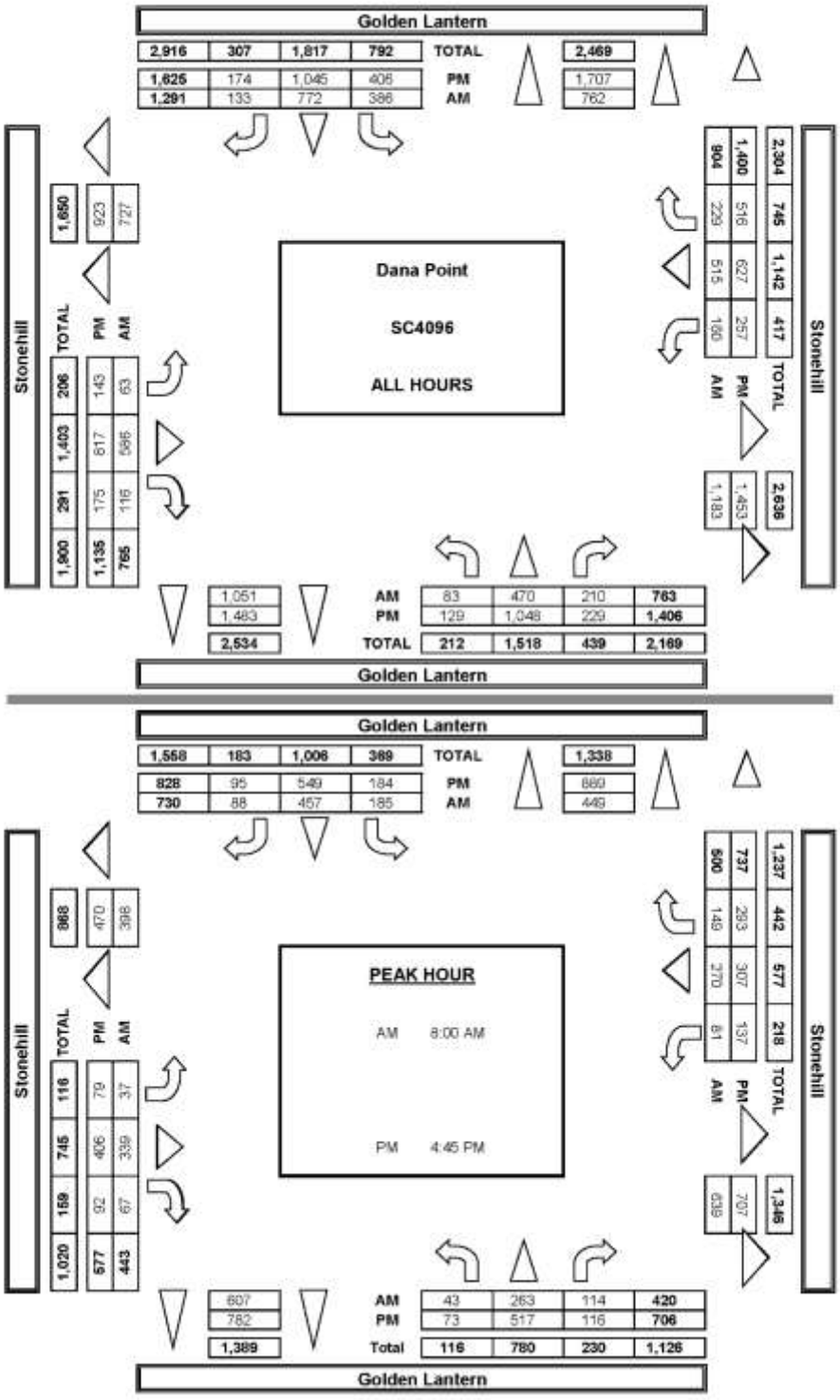
	NB	SB	EB	WB	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	1	1	0	1	3
8:00 AM	**0**	**1**	**0**	**1**	**2**
8:15 AM	**1**	**0**	**0**	**0**	**1**
8:30 AM	**1**	**1**	**0**	**3**	**5**
8:45 AM	**0**	**0**	**0**	**0**	**0**
TOTAL	3	3	0	4	12
4:00 PM	1	2	5	1	9
4:15 PM	0	0	0	1	1
4:30 PM	0	1	0	0	1
4:45 PM	**0**	**0**	**3**	**3**	**6**
5:00 PM	**2**	**0**	**1**	**3**	**6**
5:15 PM	**0**	**0**	**0**	**0**	**0**
5:30 PM	**0**	**0**	**1**	**1**	**2**
5:45 PM	2	0	0	1	3
TOTAL	5	3	10	9	27

8:00AM	0	2	1	4
4:45 PM	2	1	1	2

	2	2	0	1
	1	0	1	0

AimTD LLC

TURNING MOVEMENT COUNTS



INTERSECTION TUR

PREPARED BY: AimTD LL

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

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

		NORTHBOUND Golden Lantern			SOUTHBOUNI 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			
	VOLUMES	46	269	122	192	469
	APPROACH %	10%	62%	28%	26%	62%
	PEAK HR FACTOR		0.896			0.766
	APP/DEPART	436	/	465	751	/
PM	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

:NING MOVEMENT COUNTS

.C. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4096
LOCATION #: 9
CONTROL: SIGNAL

				AM		▲ N	
5	6			PM			
2	2			MD	◄ W		E ►
				OTHER		S	
				OTHER		▼	

D	EASTBOUND Stonehill			WESTBOUND Stonehill			
SR	EL	ET	ER	WL	WT	WR	TOTAL
0	1	2	0	1	2	1	
5	5	45	7	16	55	11	312
16	9	50	12	19	61	30	423
13	6	83	19	29	76	21	480
13	7	82	14	26	89	28	525
21	5	72	19	32	82	33	488
15	10	84	14	19	51	40	510
21	8	111	13	17	87	44	570
34	15	86	22	19	73	43	613
137	65	611	120	176	572	248	3,920
10%	8%	77%	15%	18%	57%	25%	
1,094	796	/	1,227	995	/	796	0
90	38	352	68	87	292	158	2,180
12%	8%	77%	15%	16%	54%	29%	
		0.867			0.912		0.890
624	458	/	665	536	/	427	0
16	11	145	29	36	93	57	761
20	17	85	19	33	75	70	733
29	15	114	19	30	84	58	681
22	22	100	23	32	64	67	708
21	16	109	13	35	102	74	726
22	22	114	27	26	59	81	712
31	19	107	29	46	86	75	758
15	23	94	16	23	76	43	625
176	144	865	175	260	637	523	5,702
11%	12%	73%	15%	18%	45%	37%	

1,502	1,184	/	1,519	1,419	/	943	0
96 11%	79 13%	428 71% 0.922	92 15%	138 19%	310 42% 0.882	296 40%	2,903 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: PASSENGER VEHICLES

NOTES:

N ▲ | ◄ W | E ► | S ▼

		NORTHBOUND Golden Lantern			SOUTHBOUND Golden Lantern			EASTBOUND Stonehill			WESTBOUND Stonehill				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	3	33	19	33	62	5	5	45	7	12	37	5	266	0	0	0	0	0
	7:15 AM	10	49	26	50	72	13	6	37	9	14	46	25	357	0	0	0	0	0
	7:30 AM	10	48	21	58	72	11	6	75	17	16	48	15	397	0	0	0	0	0
	7:45 AM	14	54	24	55	87	13	7	73	14	20	60	21	442	0	0	0	0	0
	8:00 AM	7	52	21	39	83	18	5	63	19	19	65	31	422	1	0	0	0	1
	8:15 AM	11	76	20	45	99	13	10	74	14	19	46	36	463	1	0	0	0	1
	8:30 AM	12	55	33	38	110	21	8	102	11	17	72	31	510	0	0	0	0	0
	8:45 AM	8	71	31	53	144	32	12	78	22	17	54	35	557	0	0	0	1	1
	VOLUMES	75	438	195	371	729	126	59	547	113	134	428	199	3,414	2	0	0	1	3
	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					
PM	4:00 PM	14	128	26	44	130	16	9	127	29	34	88	49	694	0	0	0	0	0
	4:15 PM	16	151	25	57	134	20	15	64	19	30	72	68	671	0	0	0	0	0
	4:30 PM	15	107	31	49	112	27	15	100	19	30	79	55	639	1	0	0	0	1
	4:45 PM	12	135	23	47	143	22	22	83	23	30	62	62	664	0	0	0	0	0
	5:00 PM	20	129	30	37	125	18	16	95	13	35	99	72	689	1	0	0	0	1
	5:15 PM	17	125	26	48	131	22	22	97	27	26	57	79	677	1	0	0	0	1
	5:30 PM	21	116	32	43	138	31	19	97	29	44	84	75	729	2	0	0	1	3
	5:45 PM	10	121	23	62	99	15	23	85	16	23	71	43	591	1	0	0	0	1
	VOLUMES	125	1,012	216	387	1,012	171	141	748	175	252	612	503	5,354	6	0	0	1	7
	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					



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 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

▲ N ◄ W E ► S ▼

		NORTHBOUND Golden Lantern			SOUTHBOUND Golden Lantern			EASTBOUND Stonehill			WESTBOUND Stonehill				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	1	3	2	3	1	0	0	0	0	1	9	4	24	0	0	0	0	0
	7:15 AM	0	2	0	0	5	2	2	5	0	2	6	2	26	0	0	0	0	0
	7:30 AM	0	5	1	1	5	0	0	4	1	7	14	4	42	0	0	0	0	0
	7:45 AM	2	8	3	1	5	0	0	3	0	4	12	1	39	1	0	0	0	1
	8:00 AM	2	0	1	2	6	2	0	6	0	6	6	1	32	1	0	0	0	1
	8:15 AM	1	4	2	5	2	1	0	5	0	0	3	1	24	0	0	0	0	0
	8:30 AM	2	2	2	0	5	0	0	6	0	0	7	7	31	0	0	0	0	0
	8:45 AM	0	1	0	2	5	1	2	3	0	1	9	5	29	0	0	0	0	0
	VOLUMES	8	25	11	14	34	6	4	32	1	21	66	25	247	2	0	0	0	2
	APPROACH %	18%	57%	25%	26%	63%	11%	11%	86%	3%	19%	59%	22%						
	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					
PM	4:00 PM	1	11	2	1	3	0	1	8	0	1	2	5	35	0	0	0	0	0
	4:15 PM	0	0	2	5	7	0	1	9	0	2	2	1	29	0	0	0	0	0
	4:30 PM	0	5	3	2	0	1	0	9	0	0	3	2	25	0	0	0	0	0
	4:45 PM	2	1	1	3	2	0	0	11	0	1	1	3	25	1	0	0	0	1
	5:00 PM	0	1	1	5	1	2	0	7	0	0	2	1	20	0	0	0	0	0
	5:15 PM	0	2	1	0	3	0	0	7	0	0	1	1	15	0	0	0	0	0
	5:30 PM	1	2	2	1	1	0	0	5	0	1	1	0	14	0	0	0	0	0
	5:45 PM	0	3	0	0	5	0	0	1	0	0	1	0	10	0	0	0	0	0
	VOLUMES	4	25	12	17	22	3	2	57	0	5	13	13	173	1	0	0	0	1
	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					



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

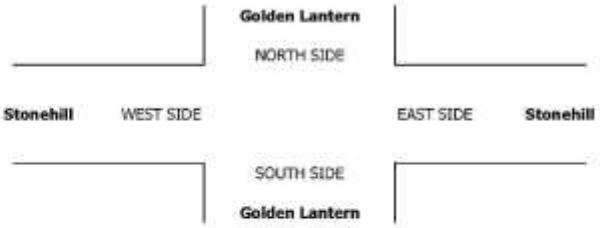
CLASS 3: 3-AXLE TRUCKS

NOTES:

▲ N ◄ W E ► S ▼

		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
AM	7:00 AM	0	1	0	0	0	0	0	0	0	1	2	0	4
	7:15 AM	0	1	0	0	1	0	0	0	0	0	3	0	5
	7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	1	0	0	3	1	5
	8:00 AM	0	0	1	0	0	0	0	0	0	2	3	0	6
	8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	8:30 AM	0	0	0	0	0	0	0	0	1	0	2	1	4
	8:45 AM	0	0	0	0	2	0	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											
	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
PM	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

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
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	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 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM PM MD OTHER PEAK HR

▲ N ◄ W E ► 5 ▼

		NORTHBOUND Golden Lantern			SOUTHBOUND Golden Lantern			EASTBOUND Stonehill			WESTBOUND Stonehill				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	1	0	0	0	0	0	1	1	0	0	0	3	0	0	0	0	0
	7:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	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	0	1	0	0	0	0	0
	8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	VOLUMES	0	1	1	1	1	0	0	2	1	0	3	1	11	0	0	0	0	0
	APPROACH %	0%	50%	50%	50%	50%	0%	0%	67%	33%	0%	75%	25%						
	APP/DEPART	2	/	2	2	/	2	3	/	4	4	/	3	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	1	1	0	0	0	1	0	0	1	0	4					
	APPROACH %	0%	0%	100%	100%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.250			0.250			0.250		0.500					
	APP/DEPART	1	/	0	1	/	0	1	/	3	1	/	1	0					
PM	4:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	4:15 PM	0	0	0	1	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	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	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	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	3	0	0	0	0	0
	VOLUMES	0	0	1	1	0	0	0	7	0	0	1	0	10	0	0	0	0	0
	APPROACH %	0%	0%	100%	100%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	1	/	0	1	/	0	7	/	9	1	/	1	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	0	0	0	3	0	0	0	0	3					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.375			0.000		0.375					
	APP/DEPART	0	/	0	0	/	0	3	/	3	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 5:	NOTES:
RV	

▲ N ◄ W E ► S ▼

		NORTHBOUND Golden Lantern			SOUTHBOUND Golden Lantern			EASTBOUND Stonehill			WESTBOUND Stonehill				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	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%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	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	0	0	0	0	0	0	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	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	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	0	0	0	0	0
	5:00 PM	0	0	0	0	0	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	0	0	0	0	0
	5:30 PM	0	0	0	0	0	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	0	0	0	0	0
	VOLUMES	0	0	0	0	0	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%						
	APP/DEPART	0	/	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	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					



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 6:	NOTES:
BUSES	

▲ N ◄ W E ► S ▼

		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
AM	7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	7:15 AM	0	1	0	0	0	0	0	1	0	1	0	1	4
	7:30 AM	0	1	0	0	1	0	0	1	0	1	2	0	6
	7:45 AM	0	0	0	0	2	0	0	1	0	0	1	0	4
	8:00 AM	0	1	1	0	0	0	0	0	0	0	1	0	3
	8:15 AM	0	1	1	0	0	0	0	0	0	0	0	1	3
	8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	8:45 AM	0	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	0	1	0	4
	4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
	4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	4:45 PM	0	1	0	0	2	0	0	0	0	0	0	0	3
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	5:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
	5:30 PM	0	1	0	0	2	0	0	0	0	0	0	0	3
	5:45 PM	0	1	0	0	2	0	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

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

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

		NL	NT	NR	SL	ST	SR	EL	
PM	Heavy Vehicle%		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%

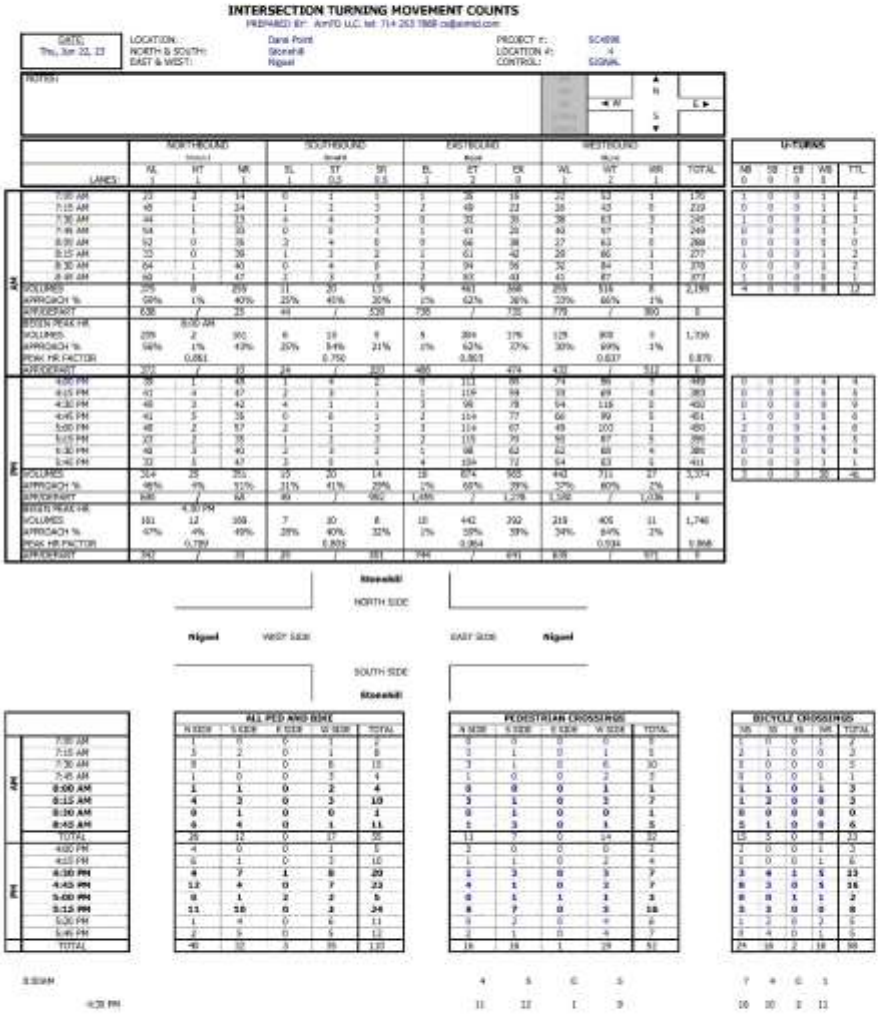
>=2-axle

		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: 714-253-7868 cs@aimtd.com

DATE: Thu, Jun 22, 23	LOCATION:		
	NORTH & SOUTH:	Dana Point	
	EAST & WEST:	Stonehill / Niguel	
	PROJECT #:	SC4896	
	LOCATION #:	4	
	CONTROL:	SIGNAL	

PROFILE

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
LANES	NL 1	NT 1	NR 1	SL 1	ST 0.5	SR 0.5	EL 2	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 1	TTL
AM 7:00 AM	22	3	14	6	1	3	3	36	16	22	53	1	170	1	0	0	1	2
7:15 AM	48	1	24	1	2	3	2	49	22	28	43	0	220	0	0	0	1	1
7:30 AM	44	1	23	4	4	3	0	51	35	38	83	3	295	1	0	0	2	3
7:45 AM	54	1	33	0	0	1	1	43	28	42	57	1	249	0	0	0	1	1
8:00 AM	52	0	36	3	4	0	0	66	38	27	63	0	288	0	0	0	0	0
8:15 AM	55	0	38	1	1	2	1	61	42	28	86	1	277	1	0	0	1	2
8:30 AM	64	1	40	0	4	0	2	94	56	52	84	1	378	0	0	0	1	1
8:45 AM	60	1	47	1	3	1	2	90	48	45	87	1	377	1	0	0	0	1
VOLUMES	399	8	855	17	20	13	9	481	368	288	516	8	2,189	4	0	0	6	12
APPROACH %	99%	1%	40%	25%	46%	29%	1%	62%	36%	33%	66%	1%						
APP/DEPART	638	/	23	44	/	530	736	/	731	779	/	800	0					
PEAK HR		8:00 AM																
VOLUMES	235	2	151	6	10	6	5	294	176	125	303	0	1,739					
APPROACH %	94%	1%	43%	25%	54%	21%	1%	62%	37%	30%	69%	1%						
PEAK HR FACTOR		0.861			0.750			0.863			0.837		0.876					
APP/DEPART	388	/	32	24	/	323	480	/	474	428	/	512	0					
PM 4:00 PM	58	1	48	1	4	2	0	113	68	74	86	0	449	0	0	0	4	4
4:15 PM	47	4	47	2	3	1	1	119	94	59	69	4	383	0	0	0	5	5
4:30 PM	48	3	42	4	1	1	3	98	78	64	118	3	460	0	0	0	0	0
4:45 PM	41	5	35	0	6	1	2	114	77	66	99	5	451	1	0	0	5	6
5:00 PM	48	2	57	2	1	2	3	114	67	49	102	1	450	2	0	0	4	6
5:15 PM	37	2	38	1	3	3	2	119	79	50	87	5	386	0	0	0	5	5
5:30 PM	40	3	40	2	3	2	1	98	62	62	68	4	386	0	0	0	6	6
5:45 PM	32	3	47	1	0	1	4	104	72	54	83	1	411	0	0	0	1	1
VOLUMES	364	25	355	15	20	14	18	874	665	443	711	27	3,374	3	0	0	30	46
APPROACH %	46%	3%	51%	31%	41%	29%	1%	68%	29%	32%	60%	2%						
APP/DEPART	840	/	68	49	/	982	1,486	/	1,278	1,192	/	1,036	0					
PEAK HR		4:30 PM																
VOLUMES	181	12	169	7	10	6	10	442	292	219	406	11	1,746					
APPROACH %	47%	4%	49%	28%	40%	32%	1%	59%	39%	34%	64%	2%						
PEAK HR FACTOR		0.789			0.803			0.954			0.934		0.968					
APP/DEPART	362	/	33	23	/	383	744	/	691	636	/	571	0					

Stonehill

NORTH SIDE

Niguel WEST SIDE EAST SIDE Niguel

SOUTH SIDE

Stonehill

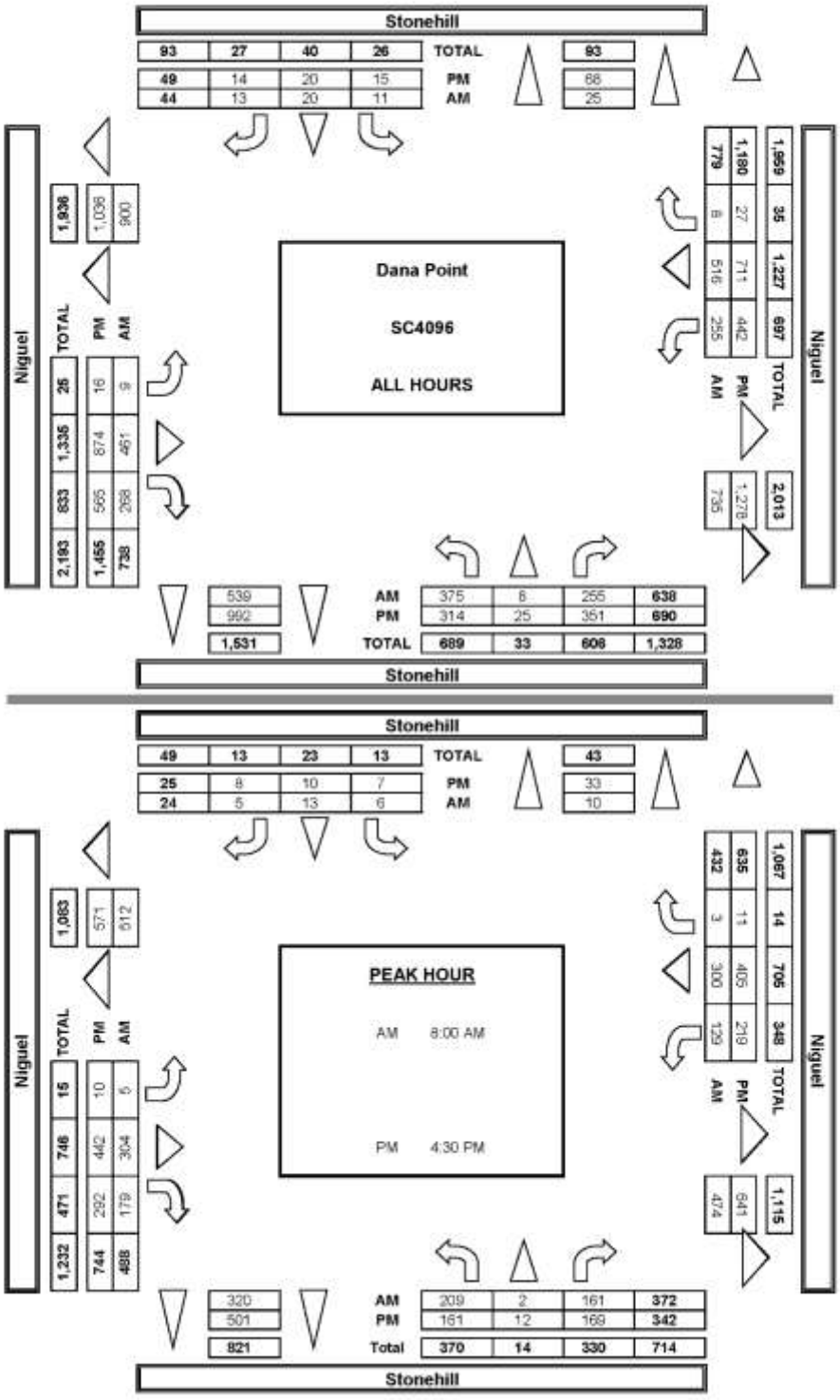
	ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NB	SB	EB	WB	TOTAL
AM 7:00 AM	1	0	0	1	2	0	0	0	0	0	1	0	0	1	2
7:15 AM	3	2	0	1	6	3	1	0	1	5	2	1	0	0	3
7:30 AM	8	1	0	6	15	3	1	0	6	10	1	0	0	0	1
7:45 AM	1	0	0	3	4	1	0	0	2	3	0	0	0	1	1
8:00 AM	**1**	**1**	**0**	**2**	**4**	**0**	**0**	**0**	**1**	**1**	**1**	**1**	**0**	**1**	**3**
8:15 AM	**4**	**3**	**0**	**3**	**10**	**3**	**1**	**0**	**3**	**7**	**1**	**2**	**0**	**0**	**3**
8:30 AM	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**6**	**4**	**0**	**1**	**11**	**1**	**3**	**0**	**1**	**5**	**5**	**1**	**0**	**0**	**6**
TOTAL	25	12	0	17	55	11	7	0	14	32	10	5	0	2	23
PM 4:00 PM	4	0	0	1	5	2	0	0	0	2	2	0	0	1	3
4:15 PM	6	1	0	3	10	1	1	0	2	4	1	0	0	1	6
4:30 PM	**4**	**7**	**1**	**8**	**20**	**1**	**3**	**0**	**3**	**7**	**3**	**4**	**1**	**5**	**13**
4:45 PM	**12**	**4**	**0**	**7**	**23**	**4**	**1**	**0**	**2**	**7**	**8**	**3**	**0**	**5**	**16**
5:00 PM	**0**	**1**	**2**	**2**	**5**	**0**	**1**	**1**	**1**	**3**	**0**	**0**	**1**	**1**	**2**
5:15 PM	**11**	**10**	**0**	**3**	**24**	**0**	**7**	**0**	**3**	**10**	**3**	**3**	**0**	**0**	**6**
5:30 PM	1	4	0	6	11	1	2	0	4	6	1	2	0	2	5
5:45 PM	2	5	0	5	12	2	1	0	4	7	3	4	0	1	6
TOTAL	40	32	3	36	120	16	16	1	29	62	24	16	2	16	58

8:00AM 4 5 0 5 7 4 0 1

4:30 PM 11 12 1 9 10 10 0 11

AimTD LLC

TURNING MOVEMENT COUNTS



INTERSECTION TUR

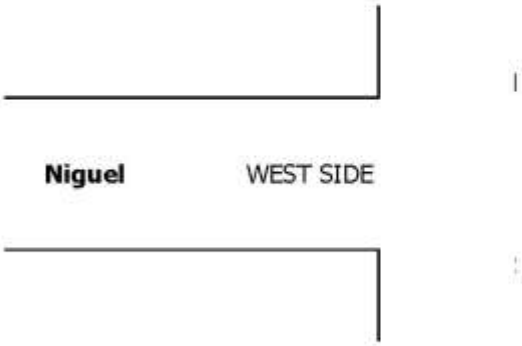
PREPARED BY: AimTD LL

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

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

		NORTHBOUND Stonehill			SOUTHBOUNI Stonehill	
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 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%
	PEAK HR FACTOR		0.856			0.766
	APP/DEPART	387	/	11	25	/
PM	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	/



:NING MOVEMENT COUNTS

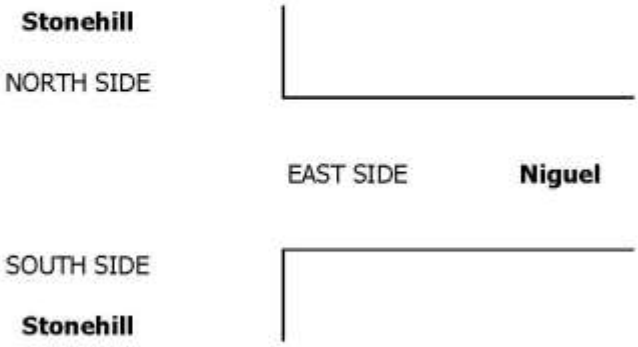
.C. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4096
LOCATION #: 4
CONTROL: SIGNAL

				AM		▲ N		
5	6			PM				
2	2			MD	◄ W		E ►	
				OTHER		S		
				OTHER		▼		

D	EASTBOUND Niguel			WESTBOUND Niguel			
SR	EL	ET	ER	WL	WT	WR	TOTAL
0.5	1	2	0	1	2	1	
1	2	38	17	22	54	1	179
4	4	52	27	30	46	0	241
3	0	33	31	39	68	3	259
1	1	43	22	41	59	1	264
0	0	70	40	27	65	0	300
2	1	63	46	30	69	1	288
0	3	100	57	34	85	1	392
3	2	85	46	42	89	1	386
14	13	482	284	264	533	8	2,307
29%	2%	62%	37%	33%	66%	1%	
568	778	/	758	805	/	953	0
5	6	317	189	133	308	3	1,366
20%	1%	62%	37%	30%	69%	1%	
		0.801			0.842		0.871
335	511	/	487	443	/	533	0
2	0	112	84	77	87	3	460
1	1	121	62	33	70	4	390
1	3	100	81	55	117	0	457
1	2	114	80	69	102	5	460
4	3	116	73	50	104	1	462
3	3	116	74	51	88	5	402
2	1	100	65	62	70	4	391
1	4	104	75	55	85	5	418
15	17	883	592	450	721	27	3,438
29%	1%	59%	40%	38%	60%	2%	

1,062	1,491	/	1,254	1,198	/	1,054	0
9 33%	11 1%	446 58% 0.976	307 40%	223 35%	410 64% 0.920	11 2%	1,780 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:	LOCATION:	Dana Point	PROJECT #:	SC4096
6/22/23	NORTH & SOUTH:	Stonehill	LOCATION #:	4
THURSDAY	EAST & WEST:	Niguel	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

N ▲ / ◄ W / E ► / S ▼

		NORTHBOUND (Stonehill)			SOUTHBOUND (Stonehill)			EASTBOUND (Niguel)			WESTBOUND (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
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											
	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
PM	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

U-TURNS

NB	SB	EB	WB	TTL
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:	LOCATION:	Dana Point	PROJECT #:	SC4096
6/22/23	NORTH & SOUTH:	Stonehill	LOCATION #:	4
THURSDAY	EAST & WEST:	Niguel	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:

▲ N ◄ W E ► S ▼

		NORTHBOUND (Stonehill)			SOUTHBOUND (Stonehill)			EASTBOUND (Niguel)			WESTBOUND (Niguel)				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	4	0	1	0	0	0	1	3	1	0	1	0	11	0	0	0	0	0
	7:15 AM	2	0	0	0	0	1	0	2	2	1	1	0	9	0	0	0	0	0
	7:30 AM	6	0	0	0	0	0	0	2	1	1	6	0	16	0	0	0	0	0
	7:45 AM	7	1	2	0	0	0	0	1	1	2	3	0	17	0	0	0	0	0
	8:00 AM	2	0	4	0	1	0	0	5	4	0	4	0	20	0	0	0	0	0
	8:15 AM	3	0	0	0	0	0	0	3	3	1	4	0	14	0	0	0	0	0
	8:30 AM	4	0	3	0	0	0	2	7	2	2	2	0	22	0	0	0	0	0
	8:45 AM	6	0	0	0	0	0	0	4	2	2	3	0	17	0	0	0	0	0
	VOLUMES	34	1	10	0	1	1	3	27	16	9	24	0	126	0	0	0	0	0
	APPROACH %	76%	2%	22%	0%	50%	50%	7%	59%	35%	27%	73%	0%						
	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					
PM	4:00 PM	0	0	1	0	0	0	0	2	6	2	0	0	11	0	0	0	0	0
	4:15 PM	1	0	0	1	0	0	0	4	2	0	0	0	8	0	0	0	0	0
	4:30 PM	1	0	2	0	0	0	0	0	6	1	0	0	10	0	0	0	1	1
	4:45 PM	1	0	1	0	0	0	0	0	5	5	1	0	13	0	0	0	1	1
	5:00 PM	3	0	2	0	0	1	0	4	5	1	1	0	17	1	0	0	0	1
	5:15 PM	0	0	0	0	0	0	1	2	1	1	0	0	5	0	0	0	0	0
	5:30 PM	1	0	0	0	0	0	0	3	1	0	1	0	6	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	1	2	1	0	4	0	0	0	0	0
	VOLUMES	7	0	6	1	0	1	1	15	27	12	4	0	74	1	0	0	2	3
	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					



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:	Stonehill	LOCATION #:	4
THURSDAY	EAST & WEST:	Niguel	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

▲ N ◄ W E ► S ▼

		NORTHBOUND (Stonehill)			SOUTHBOUND (Stonehill)			EASTBOUND (Niguel)			WESTBOUND (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
AM	7:00 AM	2	0	0	0	0	0	0	1	0	0	0	0	3
	7:15 AM	2	0	1	0	0	0	0	2	0	0	0	0	5
	7:30 AM	0	0	1	0	0	0	0	0	0	0	1	0	2
	7:45 AM	2	0	0	0	0	0	0	1	1	0	0	0	4
	8:00 AM	1	0	0	0	0	0	0	1	0	0	0	0	2
	8:15 AM	1	0	0	0	0	0	0	0	0	0	1	0	2
	8:30 AM	0	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	0
	VOLUMES	8	0	2	0	0	0	0	5	1	1	2	0	19
	APPROACH %	80%	0%	20%	0%	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											
	VOLUMES	2	0	0	0	0	0	0	1	0	1	1	0	5
	APPROACH %	100%	0%	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
PM	4:00 PM	0	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	0
	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	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	2	0	0	0	2
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	5	0	0	0	6
	APPROACH %	0%	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	0	1	2	0	0	0	3
	APPROACH %	0%	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

U-TURNS

NB	SB	EB	WB	TTL
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
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:	Stonehill	LOCATION #:	4
THURSDAY	EAST & WEST:	Niguel	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / PEAK HR — ▲ N ◄ W E ► 5 ▼

		NORTHBOUND (Stonehill)			SOUTHBOUND (Stonehill)			EASTBOUND (Niguel)			WESTBOUND (Niguel)				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	1	0	0	1	0	1	1	1	0	5	0	0	0	0	0
	7:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:45 AM	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0
	VOLUMES	3	0	0	1	0	0	1	1	3	1	1	0	11	0	0	0	0	0
	APPROACH %	100%	0%	0%	100%	0%	0%	20%	20%	60%	50%	50%	0%						
	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					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	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	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	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	0	0	0	0	0
	VOLUMES	0	0	1	0	0	0	0	0	4	1	0	0	6	0	0	0	0	0
	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					



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:	Stonehill	LOCATION #:	4
THURSDAY	EAST & WEST:	Niguel	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

▲ N ◄ W E ► S ▼

		NORTHBOUND Stonehill			SOUTHBOUND Stonehill			EASTBOUND Niguel			WESTBOUND Niguel				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	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%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	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	0	0	0	0	0	0	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	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	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	0	0	0	0	0
	5:00 PM	0	0	0	0	0	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	0	0	0	0	0
	5:30 PM	0	0	0	0	0	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	0	0	0	0	0
	VOLUMES	0	0	0	0	0	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%						
	APP/DEPART	0	/	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	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					



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:	Stonehill	LOCATION #:	4
THURSDAY	EAST & WEST:	Niguel	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

▲ N ◄ W E ► S ▼

		NORTHBOUND (Stonehill)			SOUTHBOUND (Stonehill)			EASTBOUND (Niguel)			WESTBOUND (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
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	2
	7:30 AM	0	0	1	0	0	0	0	0	0	0	1	0	2
	7:45 AM	0	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	0
	8:15 AM	0	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	0
	8:45 AM	0	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	0	1	0	2
	4:15 PM	0	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	1	0	1
	4:45 PM	0	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	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	1	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	VOLUMES	1	0	0	0	0	0	0	0	0	0	8	0	9
	APPROACH %	100%	0%	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	0	4	0	4
	APPROACH %	0%	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

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
0	0	0	0	0

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
0	0	0	0	0



>=2-axle

		NL	NT	NR	SL	ST	SR	EL	
AM	Heavy Vehicle%		18	0	7	0	1	0	2
			209	2	161	6	13	5	5
			9%	0%	4%	0%	8%	0%	40%

		NL	NT	NR	SL	ST	SR	EL	
PM	Heavy Vehicle%		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

T020624

PREPARED BY: AlertTD LLC. tel: 714 253 7888 cs@alerttd.com

DATE: Thu, Jul 18, 24

LOCATION: Dana Point
NORTH & SOUTH: Copper Lantern St
EAST & WEST: Del Prado Ave

PROJECT #: SC4797
LOCATION #: 8
CONTROL: SIGNAL

NOTES:

N ▲ S ▼ ◄ W E ►

		NORTHBOUND (Copper Lantern St)			SOUTHBOUND (Copper Lantern St)			EASTBOUND (Del Prado Ave)			WESTBOUND (Del Prado Ave)				U-TURNS				
	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	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	0	0	1	3	15	0	0	14	0	33	0	0	2	0	2
	7:15 AM	0	0	0	0	0	1	3	14	0	0	20	0	38	0	0	2	0	2
	7:30 AM	0	0	0	0	0	2	0	19	0	0	16	0	37	0	0	2	0	2
	7:45 AM	0	0	0	0	0	0	0	17	0	0	28	0	45	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	2	23	0	0	34	0	59	0	0	1	0	1
	8:15 AM	0	0	0	0	0	2	0	24	0	0	41	0	67	0	0	4	0	4
	8:30 AM	0	0	0	0	0	0	1	31	0	0	24	0	56	0	0	4	0	4
	8:45 AM	0	0	0	0	0	0	3	21	0	0	44	0	70	0	0	0	0	0
	VOLUMES	0	0	0	0	0	6	10	164	0	0	221	0	420	0	0	15	0	15
	APPROACH %	0%	0%	0%	0%	0%	100%	7%	93%	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	0	0	9	0	
	APPROACH %	0%	0%	0%	0%	0%	100%	7%	93%	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	0	53	0	0	42	0	106	0	0	3	0	3
	4:15 PM	0	0	0	0	0	1	2	51	0	0	53	0	107	0	0	1	0	1
	4:30 PM	0	0	0	0	0	1	6	51	0	0	44	0	102	0	0	2	0	2
	4:45 PM	0	0	0	0	0	1	4	46	0	0	61	0	112	0	0	1	0	1
	5:00 PM	0	0	0	0	0	2	5	58	0	0	57	0	122	0	0	4	0	4
	5:15 PM	0	0	0	0	0	2	4	55	0	0	64	0	125	0	0	4	0	4
	5:30 PM	0	0	0	0	0	2	4	53	0	0	42	0	101	0	0	1	0	1
	5:45 PM	0	0	0	0	0	1	6	32	0	0	52	0	91	0	0	6	0	6
	VOLUMES	0	0	0	0	0	12	40	399	0	0	415	0	868	0	0	22	0	22
	APPROACH %	0%	0%	0%	0%	0%	100%	9%	91%	0%	0%	100%	0%						
	APP/DEPART	0	/	40	12	/	0	451	/	399	415	/	449	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	6	19	210	0	0	226	0	472	0	0	11	0	
	APPROACH %	0%	0%	0%	0%	0%	100%	8%	88%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.750			0.896			0.883		0.919					
	APP/DEPART	0	/	19	6	/	0	240	/	210	226	/	243	0					

Copper Lantern St
NORTH LEG

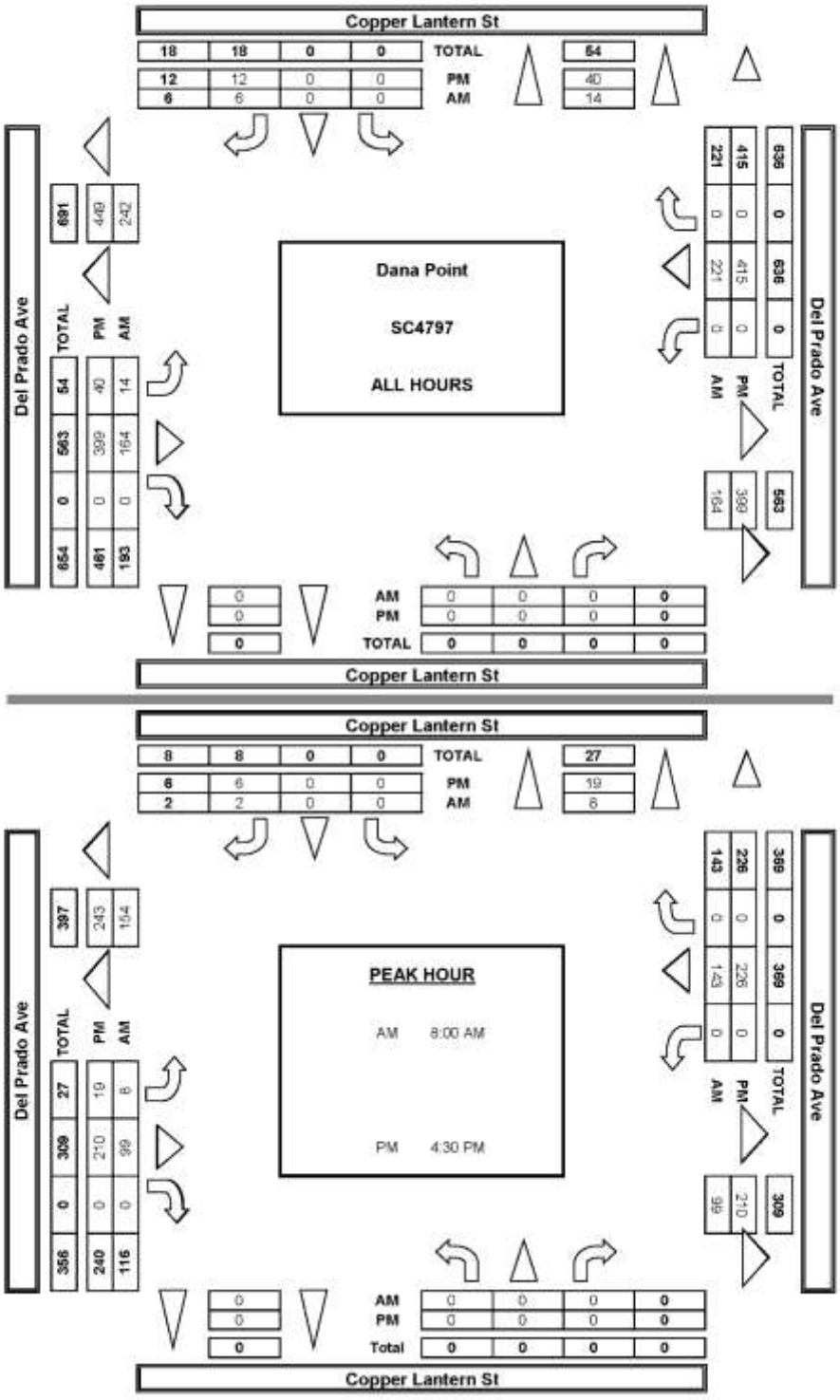
Del Prado Ave — WEST LEG — EAST LEG — Del Prado Ave

SOUTH LEG
Copper Lantern St

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	7:15 AM	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0
	7:30 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	8:15 AM	0	0	0	4	4	0	0	0	4	4	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	5	5	0	0	0	5	5	0	0	0	0	0
	TOTAL	0	0	0	14	14	0	0	0	14	14	0	0	0	0	0
PM	4:00 PM	0	0	0	3	3	0	0	0	3	3	0	0	0	0	0
	4:15 PM	0	0	0	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	0	0	0
	4:45 PM	0	0	0	7	7	0	0	0	5	5	0	0	0	2	2
	5:00 PM	0	1	0	5	6	0	0	0	4	4	0	1	0	1	2
	5:15 PM	0	1	0	1	2	0	0	0	1	1	0	1	0	0	1
	5:30 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	5:45 PM	0	4	0	6	10	0	0	0	6	6	0	4	0	0	4
	TOTAL	0	6	0	23	29	0	0	0	20	20	0	6	0	3	9

AimTD LLC

TURNING MOVEMENT COUNTS



INTERSECTION TUR

PREPARED BY: AimTD LL

DATE:	LOCATION:	
7/18/24	NORTH & SOUTH:	Dana Point
THURSDAY	EAST & WEST:	Copper Lantern St / Del Prado Ave

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

		NORTHBOUND Copper Lantern St			SOUTHBOUNI Copper Lantern S	
	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%
	PEAK HR FACTOR		0.000			0.250
	APP/DEPART	0	/	9	3	/
PM	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

:NING MOVEMENT COUNTS

.C. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4797
LOCATION #: 8
CONTROL: SIGNAL

				AM		▲ N	
5	6			PM			
2	2			MD	◄ W		E ►
				OTHER		S	
				OTHER		▼	

D	EASTBOUND			WESTBOUND			
St	Del Prado Ave			Del Prado Ave			
SR	EL	ET	ER	WL	WT	WR	TOTAL
0	1	2	X	X	1	X	
1	3	15	0	0	15	0	34
1	3	15	0	0	21	0	40
2	0	21	0	0	17	0	40
0	0	21	0	0	30	0	51
0	2	25	0	0	34	0	61
3	0	25	0	0	43	0	71
0	2	34	0	0	24	0	59
0	5	22	0	0	45	0	72
7	15	176	0	0	228	0	425
100%	8%	92%	0%	0%	100%	0%	
0	191	/	176	228	/	235	0
3	9	105	0	0	146	0	262
100%	7%	93%	0%	0%	100%	0%	
		0.811			0.817		0.916
0	114	/	105	146	/	149	0
2	10	58	0	0	45	0	115
1	2	54	0	0	54	0	111
1	6	54	0	0	46	0	106
1	4	50	0	0	62	0	116
2	5	61	0	0	62	0	129
2	4	57	0	0	65	0	127
2	4	55	0	0	43	0	104
1	7	35	0	0	52	0	94
12	42	421	0	0	427	0	901
100%	9%	91%	0%	0%	100%	0%	

0	463	/	421	427	/	439	0
6 100%	19 8%	220 92% 0.912	0 0%	0 0%	233 100% 0.903	0 0%	478 0.926
0	239	/	220	233	/	239	0

ıper Lantern St

NORTH SIDE



EAST SIDE **Del Prado Ave**

SOUTH SIDE



ıper 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

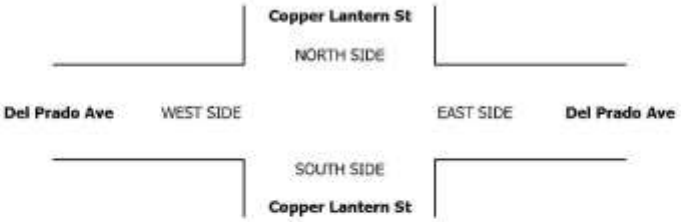
DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Copper Lantern St	LOCATION #:	8
THURSDAY	EAST & WEST:	Del Prado Ave	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

N ▲ | ◄ W | E ► | S ▼

		NORTHBOUND Copper Lantern St			SOUTHBOUND Copper Lantern St			EASTBOUND Del Prado Ave			WESTBOUND Del Prado Ave				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	1	3	15	0	0	13	0	32	0	0	2	0	2
	7:15 AM	0	0	0	0	0	1	3	13	0	0	19	0	36	0	0	2	0	2
	7:30 AM	0	0	0	0	0	2	0	17	0	0	14	0	33	0	0	2	0	2
	7:45 AM	0	0	0	0	0	0	0	14	0	0	24	0	38	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	2	20	0	0	34	0	56	0	0	1	0	1
	8:15 AM	0	0	0	0	0	1	0	23	0	0	37	0	61	0	0	4	0	4
	8:30 AM	0	0	0	0	0	0	0	28	0	0	24	0	52	0	0	3	0	3
	8:45 AM	0	0	0	0	0	0	5	19	0	0	43	0	67	0	0	0	0	0
	VOLUMES	0	0	0	0	0	5	13	149	0	0	208	0	389	0	0	14	0	14
	APPROACH %	0%	0%	0%	0%	0%	100%	7%	85%	0%	0%	100%	0%						
	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	0	0	8	0	
	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					
PM	4:00 PM	0	0	0	0	0	2	7	46	0	0	39	0	94	0	0	3	0	3
	4:15 PM	0	0	0	0	0	1	2	47	0	0	51	0	101	0	0	1	0	1
	4:30 PM	0	0	0	0	0	1	6	47	0	0	41	0	95	0	0	2	0	2
	4:45 PM	0	0	0	0	0	1	4	41	0	0	60	0	106	0	0	1	0	1
	5:00 PM	0	0	0	0	0	2	5	55	0	0	54	0	116	0	0	4	0	4
	5:15 PM	0	0	0	0	0	2	4	53	0	0	63	0	122	0	0	4	0	4
	5:30 PM	0	0	0	0	0	2	4	51	0	0	41	0	98	0	0	1	0	1
	5:45 PM	0	0	0	0	0	1	5	29	0	0	52	0	87	0	0	6	0	6
	VOLUMES	0	0	0	0	0	12	37	369	0	0	401	0	841	0	0	22	0	22
	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	0	0	11	0	
	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					



INTERSECTION TURNING MOVEMENT COUNTS

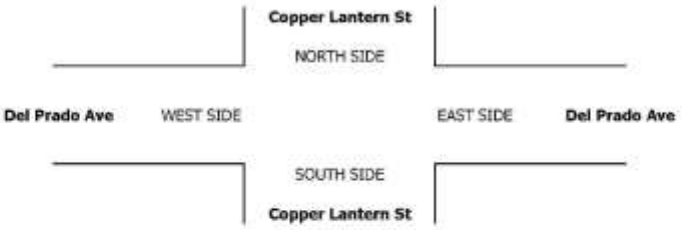
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Copper Lantern St	LOCATION #:	8
THURSDAY	EAST & WEST:	Del Prado Ave	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:

▲ N ◄ W E ► S ▼

		NORTHBOUND (Copper Lantern St)			SOUTHBOUND (Copper Lantern St)			EASTBOUND (Del Prado Ave)			WESTBOUND (Del Prado Ave)				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	1	0	0	4	0	5	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	1	0	0	4	0	5	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	1	0	1
	8:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	1	8	0	0	13	0	23	0	0	1	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	10%	80%	0%	0%	100%	0%						
	APP/DEPART	0	/	1	0	/	0	10	/	8	13	/	14	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	0	0	1	6	0	0	5	0	13	0	0	1	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	13%	75%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.667			0.313		0.650					
	APP/DEPART	0	/	1	0	/	0	8	/	6	5	/	6	0					
PM	4:00 PM	0	0	0	0	0	0	2	5	0	0	2	0	9	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	3	0	0	3	0	6	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	3	0	0	1	0	4	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	3	16	0	0	11	0	30	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	16%	84%	0%	0%	100%	0%						
	APP/DEPART	0	/	3	0	/	0	19	/	16	11	/	11	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	8	0	0	6	0	14	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.667			0.500		0.583					
	APP/DEPART	0	/	0	0	/	0	8	/	8	6	/	6	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

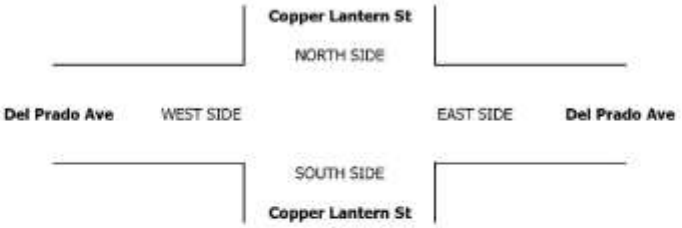
DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Copper Lantern St	LOCATION #:	8
THURSDAY	EAST & WEST:	Del Prado Ave	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

▲ N ◄ W E ► S ▼

		NORTHBOUND Copper Lantern St			SOUTHBOUND Copper Lantern St			EASTBOUND Del Prado Ave			WESTBOUND Del Prado Ave				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	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	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	1	/	0	0	/	0	0	/	1	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
	APP/DEPART	0	/	0	1	/	0	0	/	0	0	/	1	0					
PM	4:00 PM	0	0	0	0	0	0	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	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	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	0	0	0	0	0
	5:00 PM	0	0	0	0	0	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	0	0	0	0	0
	5:30 PM	0	0	0	0	0	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	0	0	0	0	0
	VOLUMES	0	0	0	0	0	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%						
	APP/DEPART	0	/	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	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					



INTERSECTION TURNING MOVEMENT COUNTS

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

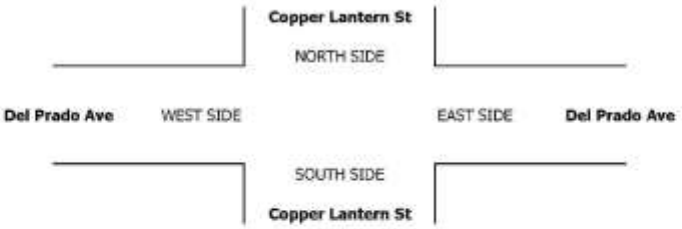
DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Copper Lantern St	LOCATION #:	8
THURSDAY	EAST & WEST:	Del Prado Ave	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / PEAK HR — ▲ N ◄ W E ► S ▼

		NORTHBOUND Copper Lantern St			SOUTHBOUND Copper Lantern St			EASTBOUND Del Prado Ave			WESTBOUND Del Prado Ave				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	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	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	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	2	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	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	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	3	/	3	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	
	APPROACH %	0%	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	2	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

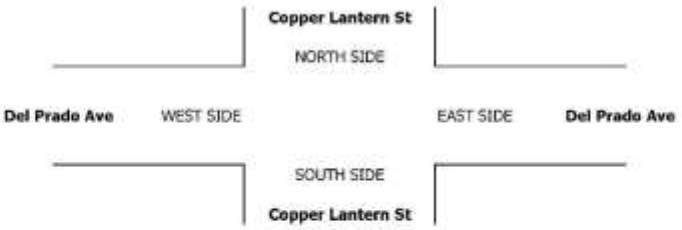
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Copper Lantern St	LOCATION #:	8
THURSDAY	EAST & WEST:	Del Prado Ave	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

▲ N ◄ W E ► S ▼

		NORTHBOUND Copper Lantern St			SOUTHBOUND Copper Lantern St			EASTBOUND Del Prado Ave			WESTBOUND Del Prado Ave				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	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%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	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	0	0	0	0	0	0	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	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	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	0	0	0	0	0
	5:00 PM	0	0	0	0	0	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	0	0	0	0	0
	5:30 PM	0	0	0	0	0	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	0	0	0	0	0
	VOLUMES	0	0	0	0	0	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%						
	APP/DEPART	0	/	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	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					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Copper Lantern St	LOCATION #:	8
THURSDAY	EAST & WEST:	Del Prado Ave	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

▲ N ◄ W E ► S ▼

		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	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	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	1	0	0	0	0	1
	8:00 AM	0	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	0
	8:30 AM	0	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	0
	VOLUMES	0	0	0	0	0	0	0	6	0	0	0	0	6
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	6	/	6	0	/	0	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	0	0	0	0	0	0	3	0	0	0	0	3
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.375			0.000		0.375
	APP/DEPART	0	/	0	0	/	0	3	/	3	0	/	0	0
PM	4:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
	4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
	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	2	0	0	0	0	2
	5:00 PM	0	0	0	0	0	0	0	2	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	2	0	0	0	0	2
	5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
	VOLUMES	0	0	0	0	0	0	0	14	0	0	0	0	14
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	14	/	14	0	/	0	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	0	0	0	0	0	0	0	6	0	0	0	0	6
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.750			0.000		0.750
	APP/DEPART	0	/	0	0	/	0	6	/	6	0	/	0	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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

NB	SB	EB	WB
0	0	0	0

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

NB	SB	EB	WB
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

T020624

PREPARED BY: AlliTD LLC. tel: 714 253 7888 cs@alliitd.com

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
Thu, Jul 18, 24	NORTH & SOUTH:	Copper Lantern St	LOCATION #:	8
	EAST & WEST:	Pacific Coast Hwy	CONTROL:	SIGNAL

NOTES:

◄ W N S E ►

		NORTHBOUND (Copper Lantern St)			SOUTHBOUND (Copper Lantern St)			EASTBOUND (Pacific Coast Hwy)			WESTBOUND (Pacific Coast Hwy)				U-TURNS				
	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	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	7	0	0	0	135	0	0	122	4	293	0	0	0	0	0
	7:15 AM	0	0	0	8	0	0	2	121	0	0	200	4	342	0	0	0	2	2
	7:30 AM	0	0	0	2	0	0	0	153	0	0	208	2	366	0	0	0	0	0
	7:45 AM	0	0	0	11	0	0	1	161	0	0	248	5	426	0	0	0	0	0
	8:00 AM	0	0	0	9	0	0	2	204	0	0	223	6	444	0	0	0	0	0
	8:15 AM	0	0	0	11	0	1	1	185	0	0	274	8	480	0	0	0	0	0
	8:30 AM	0	0	0	12	0	0	2	200	0	0	249	7	470	0	0	0	0	0
	8:45 AM	0	0	0	8	0	0	2	184	0	0	266	5	469	0	0	0	0	0
	VOLUMES	0	0	0	66	0	1	10	1,318	0	0	1,844	41	3,282	0	0	0	2	2
	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	0	0	0	0	
	APPROACH %	0%	0%	0%	98%	0%	2%	1%	99%	0%	0%	97%	3%						
	PEAK HR FACTOR		0.000			0.864			0.947			0.915		0.968					
	APP/DEPART	0	/	33	41	/	0	780	/	813	1,032	/	1,007	0					
PM	4:00 PM	0	0	0	11	0	2	1	255	0	0	214	8	486	0	0	0	0	0
	4:15 PM	0	0	0	6	0	0	0	263	0	0	244	4	517	0	0	0	0	0
	4:30 PM	0	0	0	6	0	0	5	233	0	0	319	11	574	0	0	0	0	0
	4:45 PM	0	0	0	5	0	0	4	269	0	0	254	15	547	0	0	1	0	1
	5:00 PM	0	0	0	9	0	0	5	270	0	0	302	13	599	0	0	0	0	0
	5:15 PM	0	0	0	12	0	2	5	229	0	0	273	12	543	0	0	0	0	0
	5:30 PM	0	0	0	7	0	0	0	262	0	0	300	9	578	0	0	0	1	1
	5:45 PM	0	0	0	10	0	1	9	230	0	0	286	11	547	0	0	0	0	0
	VOLUMES	0	0	0	66	0	5	29	2,026	0	0	2,192	83	4,403	0	0	1	1	2
	APPROACH %	0%	0%	0%	93%	0%	7%	1%	99%	0%	0%	96%	4%						
	APP/DEPART	0	/	112	71	/	0	2,055	/	2,093	2,275	/	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	0	0	1	1	
	APPROACH %	0%	0%	0%	94%	0%	6%	1%	99%	0%	0%	96%	4%						
	PEAK HR FACTOR		0.000			0.629			0.959			0.936		0.947					
	APP/DEPART	0	/	53	35	/	0	1,055	/	1,074	1,179	/	1,132	0					



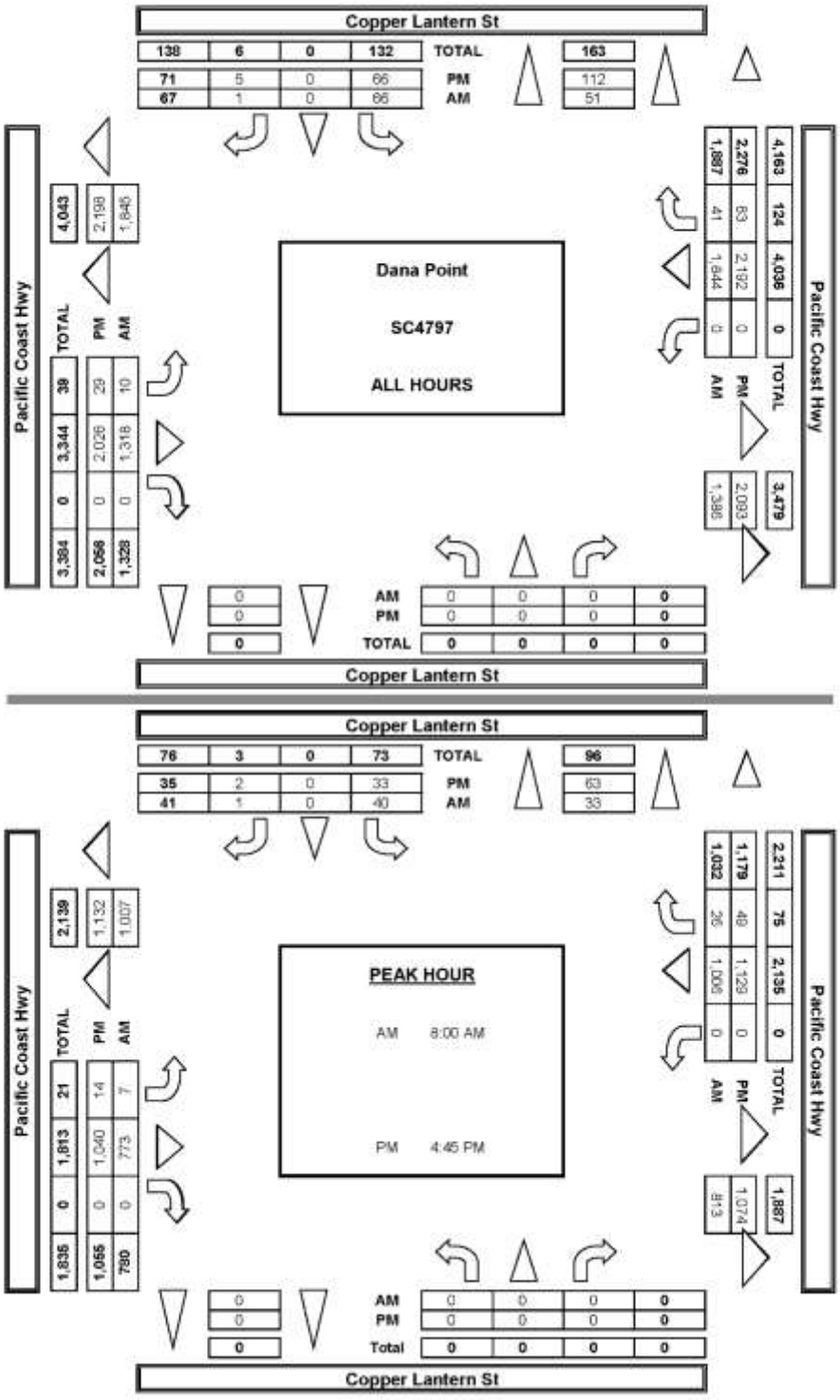
		ALL PED + BIKE & SCOOTER				
		N LEG	S LEG	E LEG	W LEG	TOTAL
AM	7:00 AM	0	0	0	0	0
	7:15 AM	2	0	0	1	3
	7:30 AM	1	0	0	2	3
	7:45 AM	1	0	0	0	1
	8:00 AM	0	0	0	0	0
	8:15 AM	2	0	0	5	7
	8:30 AM	1	0	0	4	5
	8:45 AM	1	0	0	3	4
	TOTAL	8	0	0	15	23
PM	4:00 PM	0	0	0	5	5
	4:15 PM	1	0	0	4	5
	4:30 PM	2	0	0	1	3
	4:45 PM	1	0	0	6	7
	5:00 PM	0	0	0	5	5
	5:15 PM	1	0	0	2	3
	5:30 PM	1	0	0	5	6
	5:45 PM	2	0	0	8	10
	TOTAL	8	0	0	36	44

		PEDESTRIAN CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL
AM	7:00 AM	0	0	0	0	0
	7:15 AM	2	0	0	1	3
	7:30 AM	0	0	0	2	2
	7:45 AM	1	0	0	0	1
	8:00 AM	0	0	0	0	0
	8:15 AM	2	0	0	5	7
	8:30 AM	0	0	0	4	4
	8:45 AM	1	0	0	3	4
	TOTAL	6	0	0	15	21
PM	4:00 PM	0	0	0	5	5
	4:15 PM	1	0	0	4	5
	4:30 PM	0	0	0	0	0
	4:45 PM	0	0	0	4	4
	5:00 PM	0	0	0	4	4
	5:15 PM	1	0	0	2	3
	5:30 PM	1	0	0	5	6
	5:45 PM	0	0	0	7	7
	TOTAL	3	0	0	31	34

		BICYCLE & SCOOTER CROSSINGS				
		NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0
	7:15 AM	0	0	0	0	0
	7:30 AM	1	0	0	0	1
	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	1	0	0	0	1
	8:45 AM	0	0	0	0	0
	TOTAL	2	0	0	0	2
PM	4:00 PM	0	0	0	0	0
	4:15 PM	0	0	0	0	0
	4:30 PM	2	0	0	1	3
	4:45 PM	1	0	0	2	3
	5:00 PM	0	0	0	1	1
	5:15 PM	0	0	0	0	0
	5:30 PM	0	0	0	0	0
	5:45 PM	2	0	0	1	3
	TOTAL	5	0	0	5	10

AimTD LLC

TURNING MOVEMENT COUNTS



INTERSECTION TUR

PREPARED BY: AimTD LL

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

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

		NORTHBOUND Copper Lantern St			SOUTHBOUNI Copper Lantern S	
	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%
	PEAK HR FACTOR		0.000			0.830
	APP/DEPART	0	/	35	42	/
PM	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

:NING MOVEMENT COUNTS

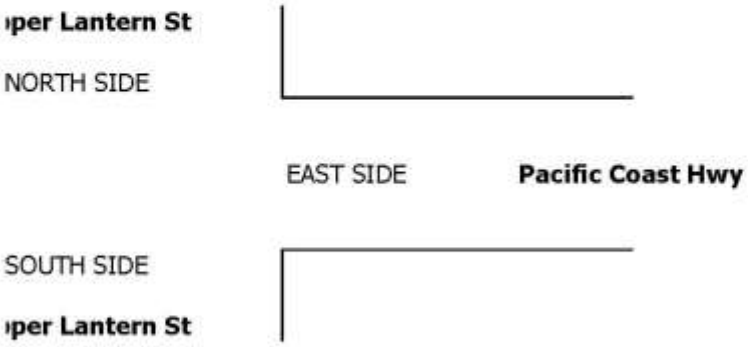
.C. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4797
LOCATION #: 8
CONTROL: SIGNAL

				AM		▲ N	
5	6			PM			
2	2			MD	◄ W		E ►
				OTHER		S	
				OTHER		▼	

D St	EASTBOUND Pacific Coast Hwy			WESTBOUND Pacific Coast Hwy			
SR 0	EL 1	ET 2	ER X	WL X	WT 2	WR 0	TOTAL
0	0	113	0	0	193	4	317
0	2	128	0	0	226	4	364
0	0	159	0	0	228	2	391
0	1	167	0	0	264	6	449
0	2	212	0	0	241	6	470
1	1	199	0	0	299	9	519
0	2	208	0	0	256	7	486
0	2	196	0	0	274	6	485
1	10	1,380	0	0	1,979	44	3,480
1%	1%	99%	0%	0%	98%	2%	
0	1,390	/	1,446	2,023	/	1,980	0
1	7	814	0	0	1,070	28	1,959
2%	1%	99%	0%	0%	97%	3%	
		0.961			0.892		0.944
0	821	/	854	1,097	/	1,071	0
2	1	272	0	0	215	9	509
0	0	270	0	0	248	4	528
0	5	240	0	0	322	11	584
0	4	274	0	0	258	16	557
0	5	274	0	0	306	13	607
2	5	243	0	0	278	12	552
0	0	264	0	0	306	9	586
1	9	233	0	0	290	11	554
5	29	2,069	0	0	2,222	84	4,475
7%	1%	99%	0%	0%	96%	4%	

0	2,098	/	2,135	2,306	/	2,227	0
2 6%	14 1%	1,055 99% 0.957	0 0%	0 0%	1,148 96% 0.938	50 4%	2,301 0.948
0	1,069	/	1,088	1,198	/	1,150	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

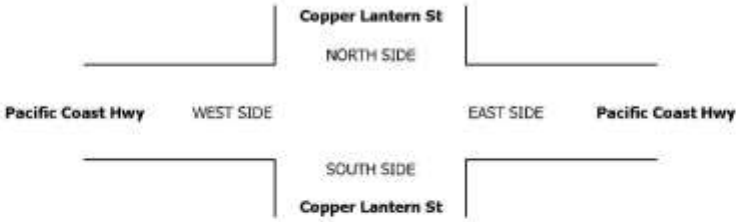
DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Copper Lantern St	LOCATION #:	8
THURSDAY	EAST & WEST:	Pacific Coast Hwy	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

▲ N ◄ W E ► S ▼

		NORTHBOUND Copper Lantern St			SOUTHBOUND Copper Lantern St			EASTBOUND Pacific Coast Hwy			WESTBOUND Pacific Coast Hwy				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	7	0	0	0	105	0	0	146	4	262	0	0	0	0	0
	7:15 AM	0	0	0	5	0	0	2	113	0	0	189	4	313	0	0	0	2	2
	7:30 AM	0	0	0	3	0	0	0	143	0	0	181	2	329	0	0	0	0	0
	7:45 AM	0	0	0	11	0	0	1	149	0	0	221	3	385	0	0	0	0	0
	8:00 AM	0	0	0	9	0	0	2	193	0	0	196	6	406	0	0	0	0	0
	8:15 AM	0	0	0	11	0	1	1	168	0	0	238	7	426	0	0	0	0	0
	8:30 AM	0	0	0	11	0	0	2	186	0	0	235	7	441	0	0	0	0	0
	8:45 AM	0	0	0	8	0	0	2	173	0	0	243	3	429	0	0	0	0	0
	VOLUMES	0	0	0	65	0	1	10	1,230	0	0	1,649	36	2,993	0	0	0	2	2
	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																	
	VOLUMES	0	0	0	39	0	1	7	720	0	0	912	23	1,702	0	0	0	0	
	APPROACH %	0%	0%	0%	98%	0%	3%	1%	99%	0%	0%	98%	2%						
	PEAK HR FACTOR		0.000			0.833			0.932			0.950		0.965					
	APP/DEPART	0	/	30	40	/	0	727	/	759	935	/	913	0					
PM	4:00 PM	0	0	0	11	0	2	1	245	0	0	213	7	479	0	0	0	0	0
	4:15 PM	0	0	0	5	0	0	0	253	0	0	237	4	499	0	0	0	0	0
	4:30 PM	0	0	0	6	0	0	5	224	0	0	313	11	559	0	0	0	0	0
	4:45 PM	0	0	0	5	0	0	4	261	0	0	247	14	531	0	0	1	0	1
	5:00 PM	0	0	0	9	0	0	5	262	0	0	298	13	587	0	0	0	0	0
	5:15 PM	0	0	0	12	0	2	5	231	0	0	264	12	526	0	0	0	0	0
	5:30 PM	0	0	0	7	0	0	0	259	0	0	292	9	567	0	0	0	1	1
	5:45 PM	0	0	0	10	0	1	9	226	0	0	281	11	538	0	0	0	0	0
	VOLUMES	0	0	0	65	0	5	29	1,961	0	0	2,145	81	4,288	0	0	1	1	2
	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																	
	VOLUMES	0	0	0	33	0	2	14	1,013	0	0	1,101	48	2,213	0	0	1	1	
	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					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Copper Lantern St	LOCATION #:	8
THURSDAY	EAST & WEST:	Pacific Coast Hwy	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

▲ N ◄ W E ► S ▼

		NORTHBOUND Copper Lantern St			SOUTHBOUND Copper Lantern St			EASTBOUND Pacific Coast Hwy			WESTBOUND Pacific Coast Hwy				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	4	0	0	15	0	19	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	5	0	0	17	0	22	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	9	0	0	23	0	32	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	12	0	0	24	2	38	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	9	0	0	20	0	29	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	13	0	0	28	1	42	0	0	0	0	0
	8:30 AM	0	0	0	1	0	0	0	12	0	0	14	0	27	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	7	0	0	13	2	22	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	0	71	0	0	154	5	231	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	97%	3%						
	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	0	0	0	0	
	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					
PM	4:00 PM	0	0	0	0	0	0	0	12	0	0	1	1	14	0	0	0	0	0
	4:15 PM	0	0	0	1	0	0	0	7	0	0	7	0	15	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	6	0	0	6	0	12	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	6	0	0	6	1	13	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	8	0	0	2	0	10	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	8	0	0	8	0	16	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	3	0	0	6	0	9	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	3	0	0	4	0	7	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	0	53	0	0	40	2	96	0	0	0	0	0
	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	0	0	0	0	
	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					



INTERSECTION TURNING MOVEMENT COUNTS

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

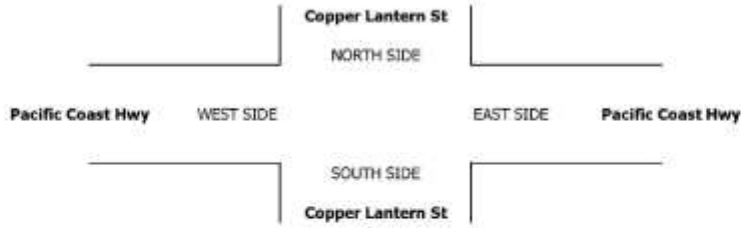
DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Copper Lantern St	LOCATION #:	8
THURSDAY	EAST & WEST:	Pacific Coast Hwy	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

▲ N ◄ W E ► S ▼

		NORTHBOUND Copper Lantern St			SOUTHBOUND Copper Lantern St			EASTBOUND Pacific Coast Hwy			WESTBOUND Pacific Coast Hwy				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	1	0	0	8	0	9	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	2	0	2	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	1	0	0	6	0	7	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	7	0	0	20	0	27	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	7	/	7	20	/	20	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	0	0	0	4	0	0	9	0	13	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.500			0.375		0.464					
	APP/DEPART	0	/	0	0	/	0	4	/	4	9	/	9	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	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	0	0	0	0	0
	5:30 PM	0	0	0	0	0	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	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	7	0	0	1	0	8	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	7	/	7	1	/	1	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.250		0.500					
	APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Copper Lantern St	LOCATION #:	8
THURSDAY	EAST & WEST:	Pacific Coast Hwy	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / PEAK HR — ▲ N ◄ W E ► 5 ▼

		NORTHBOUND (Copper Lantern St)			SOUTHBOUND (Copper Lantern St)			EASTBOUND (Pacific Coast Hwy)			WESTBOUND (Pacific Coast Hwy)				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	1	0	0	3	0	4	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	3	0	0	3	0	6	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	4	0	0	3	0	7	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	9	0	0	17	0	26	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	9	/	9	17	/	17	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	0	0	0	8	0	0	7	0	15	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.500			0.583		0.536					
	APP/DEPART	0	/	0	0	/	0	8	/	8	7	/	7	0					
PM	4:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0
	4:15 PM	0	0	0	0	0	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	0	0	0	0	0
	4:45 PM	0	0	0	0	0	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	1	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	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	1	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	4	0	0	3	0	7	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	4	/	4	3	/	3	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	
	APPROACH %	0%	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	2	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Copper Lantern St	LOCATION #:	8
THURSDAY	EAST & WEST:	Pacific Coast Hwy	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

▲ N ◄ W E ► S ▼

		NORTHBOUND Copper Lantern St			SOUTHBOUND Copper Lantern St			EASTBOUND Pacific Coast Hwy			WESTBOUND Pacific Coast Hwy				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	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	0	0	0	0	0	0	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	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	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	0	0	0	0	0
	5:00 PM	0	0	0	0	0	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	0	0	0	0	0
	5:30 PM	0	0	0	0	0	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	0	0	0	0	0
	VOLUMES	0	0	0	0	0	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%						
	APP/DEPART	0	/	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	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					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Copper Lantern St	LOCATION #:	8
THURSDAY	EAST & WEST:	Pacific Coast Hwy	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

▲ N ◄ W E ► S ▼

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

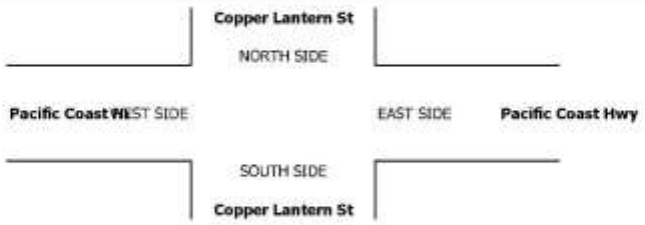
U-TURNS

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

NB	SB	EB	WB
0	0	0	0

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

NB	SB	EB	WB
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE: Thu, Jul 18, 24

LOCATION: Dana Point
NORTH & SOUTH: Golden Lantern
EAST & WEST: Pacific Coast Hwy

PROJECT #: SC4797
LOCATION #: 4
CONTROL: SIGNAL

NOTES:

N ▲ S ▼ ◄ W E ►

		NORTHBOUND (Golden Lantern)			SOUTHBOUND (Golden Lantern)			EASTBOUND (Pacific Coast Hwy)			WESTBOUND (Pacific Coast Hwy)				U-TURNS				
	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	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	11	12	5	47	36	9	8	61	4	8	135	30	366	0	1	0	1	2
	7:15 AM	10	10	1	55	33	13	3	66	5	2	182	33	419	1	1	0	1	3
	7:30 AM	10	14	1	60	28	12	2	106	7	3	162	19	424	0	0	0	0	0
	7:45 AM	7	17	5	72	65	17	8	108	8	8	201	32	548	0	3	0	0	3
	8:00 AM	5	22	3	63	53	21	4	136	7	9	201	28	553	0	1	0	0	1
	8:15 AM	17	26	5	60	72	25	9	111	9	4	188	41	567	0	0	0	1	1
	8:30 AM	10	21	5	59	61	16	23	149	8	8	235	41	638	0	1	0	0	1
	8:45 AM	13	34	7	61	75	25	12	136	8	9	191	42	611	0	1	0	0	1
	VOLUMES	84	162	32	477	423	138	69	873	56	51	1,495	266	4,138	1	8	0	3	12
	APPROACH %	30%	58%	11%	46%	40%	13%	7%	87%	6%	3%	82%	15%						
	APP/DEPART	279	/	905	1,046	/	531	998	/	1,385	1,813	/	1,717	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	46	103	20	243	261	87	48	532	32	30	815	152	2,373	0	2	0	1	
	APPROACH %	27%	61%	12%	41%	44%	15%	8%	87%	5%	3%	82%	15%						
	PEAK HR FACTOR		0.782			0.928			0.850			0.879		0.928					
	APP/DEPART	169	/	306	591	/	323	612	/	796	998	/	948	0					
PM	4:00 PM	31	65	16	57	58	29	27	101	17	6	164	42	597	0	0	2	2	4
	4:15 PM	35	66	18	68	69	27	27	108	16	6	165	32	727	1	2	1	0	4
	4:30 PM	29	69	8	56	59	25	35	177	22	16	236	64	796	0	0	0	0	0
	4:45 PM	31	65	11	76	62	23	26	193	7	11	163	57	725	0	1	1	0	2
	5:00 PM	23	71	7	61	69	25	30	206	7	13	201	74	786	2	1	3	1	7
	5:15 PM	21	63	4	59	63	15	25	188	8	17	198	52	716	0	0	1	1	2
	5:30 PM	26	59	8	53	70	23	29	191	10	18	204	60	750	1	0	2	0	3
	5:45 PM	32	68	9	62	74	28	22	180	9	12	187	66	729	2	1	1	1	5
	VOLUMES	230	526	75	492	527	192	221	1,503	97	99	1,755	447	6,193	6	5	11	5	27
	APPROACH %	27%	63%	9%	40%	43%	16%	12%	82%	5%	4%	76%	19%						
	APP/DEPART	831	/	1,199	1,210	/	729	1,822	/	2,076	2,300	/	2,188	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	110	271	44	261	259	100	118	773	52	46	765	227	3,047	2	4	5	1	
	APPROACH %	27%	62%	10%	42%	42%	16%	12%	82%	5%	4%	74%	22%						
	PEAK HR FACTOR		0.908			0.940			0.967			0.822		0.957					
	APP/DEPART	436	/	620	624	/	360	948	/	1,079	1,039	/	988	0					



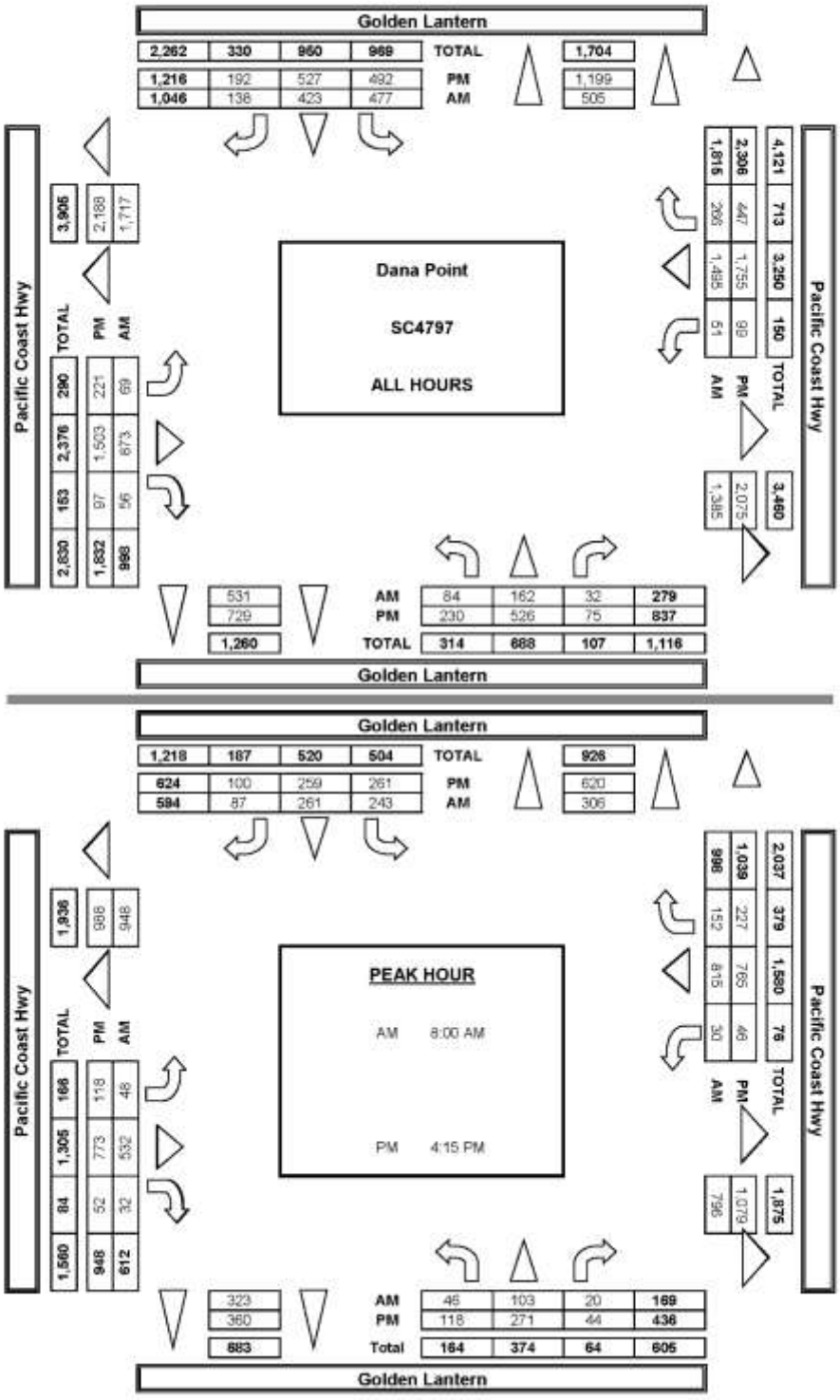
		ALL PED + BIKE & SCOOTER				
		N LEG	S LEG	E LEG	W LEG	TOTAL
AM	7:00 AM	1	2	4	6	13
	7:15 AM	1	0	3	0	4
	7:30 AM	1	1	7	2	11
	7:45 AM	2	0	3	2	6
	8:00 AM	0	2	2	4	8
	8:15 AM	0	1	3	2	6
	8:30 AM	5	4	1	6	16
	8:45 AM	3	0	4	3	10
	TOTAL	13	10	26	25	74
PM	4:00 PM	0	0	4	0	4
	4:15 PM	4	2	9	4	19
	4:30 PM	6	0	9	2	17
	4:45 PM	6	0	4	1	11
	5:00 PM	3	0	10	2	15
	5:15 PM	6	0	7	4	17
	5:30 PM	2	0	9	1	12
	5:45 PM	8	0	4	7	19
	TOTAL	36	2	56	21	115

	PEDESTRIAN CROSSINGS				
	N LEG	S LEG	E LEG	W LEG	TOTAL
7:00 AM	1	2	3	6	12
7:15 AM	0	0	2	0	2
7:30 AM	0	1	5	2	8
7:45 AM	1	0	2	1	4
8:00 AM	0	2	2	3	7
8:15 AM	0	0	2	2	4
8:30 AM	4	3	0	4	11
8:45 AM	3	0	4	3	10
TOTAL	9	8	20	21	58
4:00 PM	0	0	4	0	4
4:15 PM	4	0	4	1	9
4:30 PM	4	0	7	1	12
4:45 PM	5	0	2	0	7
5:00 PM	3	0	5	2	10
5:15 PM	6	0	6	3	15
5:30 PM	2	0	7	1	10
5:45 PM	7	0	0	5	12
TOTAL	31	0	35	13	79

	BICYCLE & SCOOTER CROSSINGS				
	NL	SL	EL	WL	TOTAL
7:00 AM	0	0	1	0	1
7:15 AM	1	0	1	0	2
7:30 AM	1	0	2	0	3
7:45 AM	1	0	0	1	2
8:00 AM	0	0	0	1	1
8:15 AM	0	1	1	0	2
8:30 AM	1	1	1	2	5
8:45 AM	0	0	0	0	0
TOTAL	4	2	6	4	16
4:00 PM	0	0	0	0	0
4:15 PM	0	2	5	3	10
4:30 PM	2	0	2	1	5
4:45 PM	1	0	2	1	4
5:00 PM	0	0	5	0	5
5:15 PM	0	0	1	1	2
5:30 PM	0	0	2	0	2
5:45 PM	1	0	4	2	7
TOTAL	5	2	21	8	36

AimTD LLC

TURNING MOVEMENT COUNTS



INTERSECTION TUR

PREPARED BY: AimTD LL

DATE:	LOCATION:	
7/18/24	NORTH & SOUTH:	Dana Point
THURSDAY	EAST & WEST:	Golden Lantern Pacific Coast Hwy

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

		NORTHBOUND Golden Lantern			SOUTHBOUNI 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%
	PEAK HR FACTOR		0.761			0.935
	APP/DEPART	177	/	325	608	/
PM	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

:NING MOVEMENT COUNTS

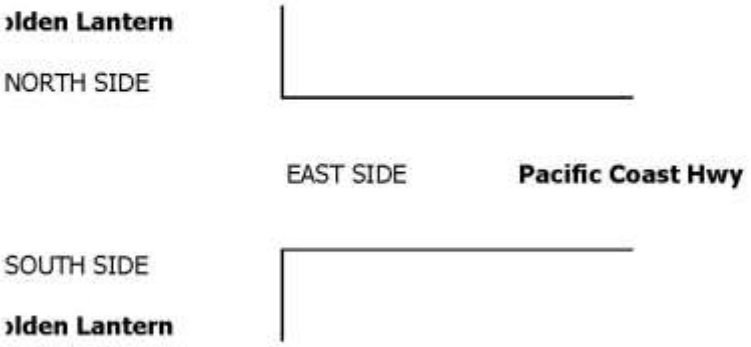
.C. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4797
LOCATION #: 4
CONTROL: SIGNAL

				AM		▲ N	
5	6			PM			
2	2			MD	◄ W		E ►
				OTHER		S	
				OTHER		▼	

D	EASTBOUND Pacific Coast Hwy			WESTBOUND Pacific Coast Hwy			
SR	EL	ET	ER	WL	WT	WR	TOTAL
1	1	1.5	0.5	1	2	0	
9	8	62	4	8	149	41	395
13	3	73	6	2	198	40	454
13	2	110	7	3	182	22	453
18	9	113	9	9	221	34	585
22	4	143	8	9	220	32	586
26	10	124	9	4	206	49	613
19	25	155	9	9	245	43	667
23	12	148	11	10	206	44	648
141	72	927	63	53	1,625	303	4,400
13%	7%	87%	6%	3%	82%	15%	
550	1,061	/	1,455	1,980	/	1,852	0
89	50	569	37	31	876	167	2,514
15%	8%	87%	6%	3%	82%	16%	
		0.869			0.907		0.942
335	656	/	842	1,074	/	1,013	0
30	30	204	17	6	165	42	721
27	28	209	17	6	169	33	750
27	35	184	22	16	241	65	816
24	28	199	7	12	167	58	748
26	30	210	7	13	207	77	805
16	25	192	9	17	203	53	730
22	29	193	11	18	208	62	763
31	23	165	9	14	190	67	745
201	226	1,554	99	102	1,790	455	6,318
16%	12%	83%	5%	4%	76%	19%	

736	1,879	/	2,131	2,346	/	2,225	0
104 16%	120 12%	801 82% 0.962	53 5%	47 4%	784 74% 0.827	232 22%	3,118 0.956
362	974	/	1,114	1,062	/	1,007	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 #:	SC4797
7/18/24	NORTH & SOUTH:	Golden Lantern	LOCATION #:	4
THURSDAY	EAST & WEST:	Pacific Coast Hwy	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM PM MID OTHER DAY'S

▲ N ◄ W E ► S ▼

		NORTHBOUND Golden Lantern			SOUTHBOUND Golden Lantern			EASTBOUND Pacific Coast Hwy			WESTBOUND Pacific Coast Hwy				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	11	11	5	44	35	9	8	59	4	8	112	20	326	0	1	0	1	2
	7:15 AM	10	14	1	52	31	13	3	57	4	2	156	24	367	1	1	0	1	3
	7:30 AM	10	14	1	57	28	11	2	98	7	3	129	17	377	0	0	0	0	0
	7:45 AM	6	15	5	65	60	16	7	99	6	6	167	28	480	0	3	0	0	3
	8:00 AM	5	22	3	60	52	20	4	127	6	9	170	24	502	0	1	0	0	1
	8:15 AM	16	25	4	56	68	23	8	95	9	4	159	30	497	0	0	0	1	1
	8:30 AM	10	19	5	54	56	17	20	140	7	7	216	37	588	0	1	0	0	1
	8:45 AM	12	28	6	59	74	23	12	124	6	8	172	38	562	0	1	0	0	1
	VOLUMES	80	148	30	447	404	132	64	799	49	47	1,281	218	3,711	1	8	0	3	12
	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																
	VOLUMES	43	94	18	229	250	83	44	486	28	28	717	129	2,153	0	3	0	1	
	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					
PM	4:00 PM	26	63	9	55	56	28	25	172	17	6	163	42	662	0	0	2	2	4
	4:15 PM	34	62	18	64	68	27	26	183	15	6	158	31	692	1	2	1	0	4
	4:30 PM	29	64	8	55	57	23	35	168	22	16	227	63	767	0	0	0	0	0
	4:45 PM	30	63	11	69	60	22	23	182	7	10	156	55	688	0	1	1	0	2
	5:00 PM	22	69	7	59	68	24	30	196	7	13	195	69	759	2	1	3	1	7
	5:15 PM	21	59	4	58	65	14	25	180	9	17	189	51	692	0	0	1	1	2
	5:30 PM	27	58	8	52	66	18	29	188	9	18	198	57	728	1	0	2	0	3
	5:45 PM	32	66	9	62	73	25	21	154	9	11	182	65	709	2	1	1	1	5
	VOLUMES	221	504	74	474	514	181	214	1,423	95	97	1,696	433	5,953	6	5	11	5	27
	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	3	4	5	1	
	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					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Golden Lantern	LOCATION #:	4
THURSDAY	EAST & WEST:	Pacific Coast Hwy	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

▲ N ◄ W E ► S ▼

		NORTHBOUND Golden Lantern			SOUTHBOUND Golden Lantern			EASTBOUND Pacific Coast Hwy			WESTBOUND Pacific Coast Hwy				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	2	0	0	0	2	0	0	19	3	27	0	0	0	0	0
	7:15 AM	0	1	0	3	2	0	0	6	0	0	24	7	43	0	0	0	0	0
	7:30 AM	0	0	0	2	0	1	0	8	0	0	31	1	43	0	0	0	0	0
	7:45 AM	1	2	0	7	4	1	1	9	2	2	31	4	64	0	0	0	0	0
	8:00 AM	1	0	0	3	1	1	0	7	0	0	26	1	40	0	0	0	0	0
	8:15 AM	1	0	1	3	4	2	1	13	0	0	26	7	58	0	0	0	0	0
	8:30 AM	0	2	0	4	4	1	3	8	0	1	19	4	46	0	0	0	0	0
	8:45 AM	1	6	1	2	1	0	0	8	1	1	15	4	40	0	0	0	0	0
	VOLUMES	4	12	2	26	16	6	5	61	3	4	191	31	361	0	0	0	0	0
	APPROACH %	22%	67%	11%	54%	33%	13%	7%	88%	4%	2%	85%	14%						
	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	0	0	0	0	
	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					
PM	4:00 PM	5	2	1	2	1	0	1	16	0	0	1	0	29	0	0	0	0	0
	4:15 PM	1	2	0	3	1	0	1	11	0	0	6	1	26	0	0	0	0	0
	4:30 PM	0	2	0	1	2	1	0	7	0	0	9	1	23	0	0	0	0	0
	4:45 PM	1	0	0	6	1	0	3	10	0	1	6	2	30	0	0	0	0	0
	5:00 PM	1	0	0	2	1	0	0	9	0	0	4	4	21	0	0	0	0	0
	5:15 PM	0	2	0	1	0	1	0	8	0	0	8	1	21	0	0	0	0	0
	5:30 PM	1	1	0	1	3	1	0	3	0	0	5	3	18	0	0	0	0	0
	5:45 PM	0	0	0	0	1	1	1	5	0	0	5	0	13	0	0	0	0	0
	VOLUMES	9	9	1	16	10	4	6	69	0	1	53	12	190	0	0	0	0	0
	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	0	0	0	0	
	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					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Golden Lantern	LOCATION #:	4
THURSDAY	EAST & WEST:	Pacific Coast Hwy	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

▲ N ◄ W E ► S ▼

		NORTHBOUND (Golden Lantern)			SOUTHBOUND (Golden Lantern)			EASTBOUND (Pacific Coast Hwy)			WESTBOUND (Pacific Coast Hwy)				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	1	0	0	0	0	0	0	3	5	9	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	2	0	0	0	1	3	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	2	0	2	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	1	0	0	4	3	8	0	0	0	0	0
	8:15 AM	0	0	0	1	0	0	0	0	0	0	0	2	3	0	0	0	0	0
	8:30 AM	0	0	0	0	0	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	0	0	0	0	0
	VOLUMES	0	0	0	2	0	0	0	3	0	0	10	11	26	0	0	0	0	0
	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	0	0	0	0	
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	50%	50%						
	PEAK HR FACTOR		0.000			0.250			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	0	0	0	0	0
	4:15 PM	0	0	0	1	0	0	0	3	0	0	1	0	5	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	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	0	0	0	0	0
	5:30 PM	0	0	0	0	0	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	0	0	0	0	0
	VOLUMES	0	0	0	1	0	1	0	6	0	0	2	1	11	0	0	0	0	0
	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	0	0	0	0	
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.250			0.417			0.250		0.350					
	APP/DEPART	0	/	0	1	/	0	5	/	6	1	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Golden Lantern	LOCATION #:	4
THURSDAY	EAST & WEST:	Pacific Coast Hwy	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

	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
AM 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	2
7:15 AM	0	0	0	0	0	0	0	1	0	0	2	1	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	1	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:15 AM	0	0	0	0	0	0	0	3	0	0	2	0	5
8:30 AM	0	0	0	1	0	0	0	1	0	0	0	0	2
8:45 AM	0	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	27
APPROACH %	0%	0%	0%	100%	0%	0%	0%	91%	9%	0%	73%	27%	
APP/DEPART	0	/	4	1	/	1	11	/	11	15	/	11	0
BEGIN PEAK HR		8:00 AM											
VOLUMES	0	0	0	1	0	0	0	9	1	0	6	0	17
APPROACH %	0%	0%	0%	100%	0%	0%	0%	90%	10%	0%	100%	0%	
PEAK HR FACTOR		0.000			0.250			0.500			0.500		0.531
APP/DEPART	0	/	0	1	/	1	10	/	10	6	/	6	0
PM 4:00 PM	0	0	0	0	0	0	1	2	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
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	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	1	0	0	2
VOLUMES	0	2	0	0	0	0	1	5	0	1	2	0	11
APPROACH %	0%	100%	0%	0%	0%	0%	17%	83%	0%	33%	67%	0%	
APP/DEPART	2	/	3	0	/	1	6	/	5	3	/	2	0
BEGIN PEAK HR		4:15 PM											
VOLUMES	0	2	0	0	0	0	0	2	0	0	2	0	6
APPROACH %	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR		0.500			0.000			0.500			0.250		0.750
APP/DEPART	2	/	2	0	/	0	2	/	2	2	/	2	0

U-TURNS

	NB	SB	EB	WB	TTL
AM	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
PEAK HR	0	0	0	0	
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
PEAK HR	0	0	0	0	



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Golden Lantern	LOCATION #:	4
THURSDAY	EAST & WEST:	Pacific Coast Hwy	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

▲ N ◄ W E ► S ▼

		NORTHBOUND Golden Lantern			SOUTHBOUND Golden Lantern			EASTBOUND Pacific Coast Hwy			WESTBOUND Pacific Coast Hwy				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	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%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	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	0	0	0	0	0	0	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	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	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	0	0	0	0	0
	5:00 PM	0	0	0	0	0	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	0	0	0	0	0
	5:30 PM	0	0	0	0	0	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	0	0	0	0	0
	VOLUMES	0	0	0	0	0	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%						
	APP/DEPART	0	/	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	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					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Golden Lantern	LOCATION #:	4
THURSDAY	EAST & WEST:	Pacific Coast Hwy	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

▲ N ◄ W E ► S ▼

		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
AM	7:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
	7:15 AM	0	1	0	0	0	0	0	0	1	0	0	0	2
	7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
	7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	8:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
	8:15 AM	0	1	0	0	0	0	0	0	0	0	1	2	4
	8:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	2
	8:45 AM	0	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

U-TURNS					
	NB	SB	EB	WB	TTL
AM	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	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 PEAK HR	0	0	0	0	
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
PM PEAK HR	0	0	0	0	



INTERSECTION TURNING MOVEMENT COUNTS

T020624

PREPARED BY: AlertTD LLC. tel: 714 253 7888 cs@alerttd.com

DATE: Thu, Jul 18, 24	LOCATION:	Dana Point	PROJECT #: SC4797
	NORTH & SOUTH:	Del Obispo St	LOCATION #: 7
	EAST & WEST:	Stonehill Dr	CONTROL: SIGNAL

NOTES:

N ▲ S ▼ ◄ W E ►

		NORTHBOUND (Del Obispo St)			SOUTHBOUND (Del Obispo St)			EASTBOUND (Stonehill Dr)			WESTBOUND (Stonehill Dr)				U-TURNS				
	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	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	10	16	23	53	44	9	5	145	16	21	57	21	420	0	0	0	0	0
	7:15 AM	13	27	18	37	43	14	16	175	21	17	75	25	481	0	0	0	0	0
	7:30 AM	12	22	18	50	62	19	17	177	22	20	68	27	514	0	0	0	0	0
	7:45 AM	15	32	32	63	76	20	16	206	30	24	99	32	647	0	0	0	0	0
	8:00 AM	19	41	25	61	74	25	18	230	31	19	117	39	679	0	0	0	1	1
	8:15 AM	18	29	24	73	65	17	18	223	20	28	139	50	713	0	0	0	0	0
	8:30 AM	21	48	36	66	74	25	16	227	36	28	104	39	720	0	0	0	0	0
	8:45 AM	22	39	34	73	113	14	18	236	34	22	135	68	808	0	0	0	0	0
	VOLUMES	130	254	210	476	551	143	136	1,598	210	179	794	301	4,983	0	0	0	1	1
	APPROACH %	22%	43%	35%	41%	47%	12%	7%	82%	11%	14%	62%	24%						
	APP/DEPART	594	/	691	1,170	/	940	1,944	/	2,089	1,275	/	1,067	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	80	157	119	273	326	81	80	895	121	97	495	196	2,921	0	0	0	1	
	APPROACH %	22%	44%	33%	40%	48%	12%	7%	82%	11%	12%	63%	25%						
	PEAK HR FACTOR		0.948			0.850			0.951			0.877		0.904					
	APP/DEPART	356	/	433	680	/	544	1,096	/	1,288	788	/	656	0					
PM	4:00 PM	48	65	41	66	99	22	31	205	23	32	196	103	924	0	0	0	0	0
	4:15 PM	56	74	38	70	89	24	29	179	18	33	184	116	909	0	0	0	0	0
	4:30 PM	40	77	28	50	68	13	22	235	32	39	221	163	928	0	0	0	1	1
	4:45 PM	41	65	35	53	92	23	29	165	39	36	169	98	847	5	0	0	0	5
	5:00 PM	30	70	32	54	79	26	34	225	25	38	203	83	899	0	0	0	0	0
	5:15 PM	34	74	25	59	78	13	31	211	27	33	168	77	850	0	0	0	1	1
	5:30 PM	39	78	28	59	90	22	34	202	28	29	171	107	885	0	0	0	0	0
	5:45 PM	30	62	18	31	67	21	27	183	29	27	182	66	743	0	0	0	0	0
	VOLUMES	336	565	245	444	662	164	237	1,600	219	266	1,494	753	6,992	5	0	0	2	7
	APPROACH %	29%	49%	21%	35%	52%	13%	12%	79%	11%	11%	59%	30%						
	APP/DEPART	1,151	/	1,015	1,270	/	1,152	2,056	/	2,291	2,513	/	1,994	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	183	281	142	241	348	82	111	779	112	139	770	420	3,614	5	0	0	1	
	APPROACH %	30%	46%	23%	36%	52%	12%	11%	78%	11%	10%	58%	32%						
	PEAK HR FACTOR		0.909			0.897			0.867			0.913		0.973					
	APP/DEPART	611	/	812	671	/	604	1,002	/	1,163	1,330	/	1,035	0					

Del Obispo St

NORTH LEG

Stonehill Dr WEST LEG EAST LEG Stonehill Dr

SOUTH LEG

Del Obispo St

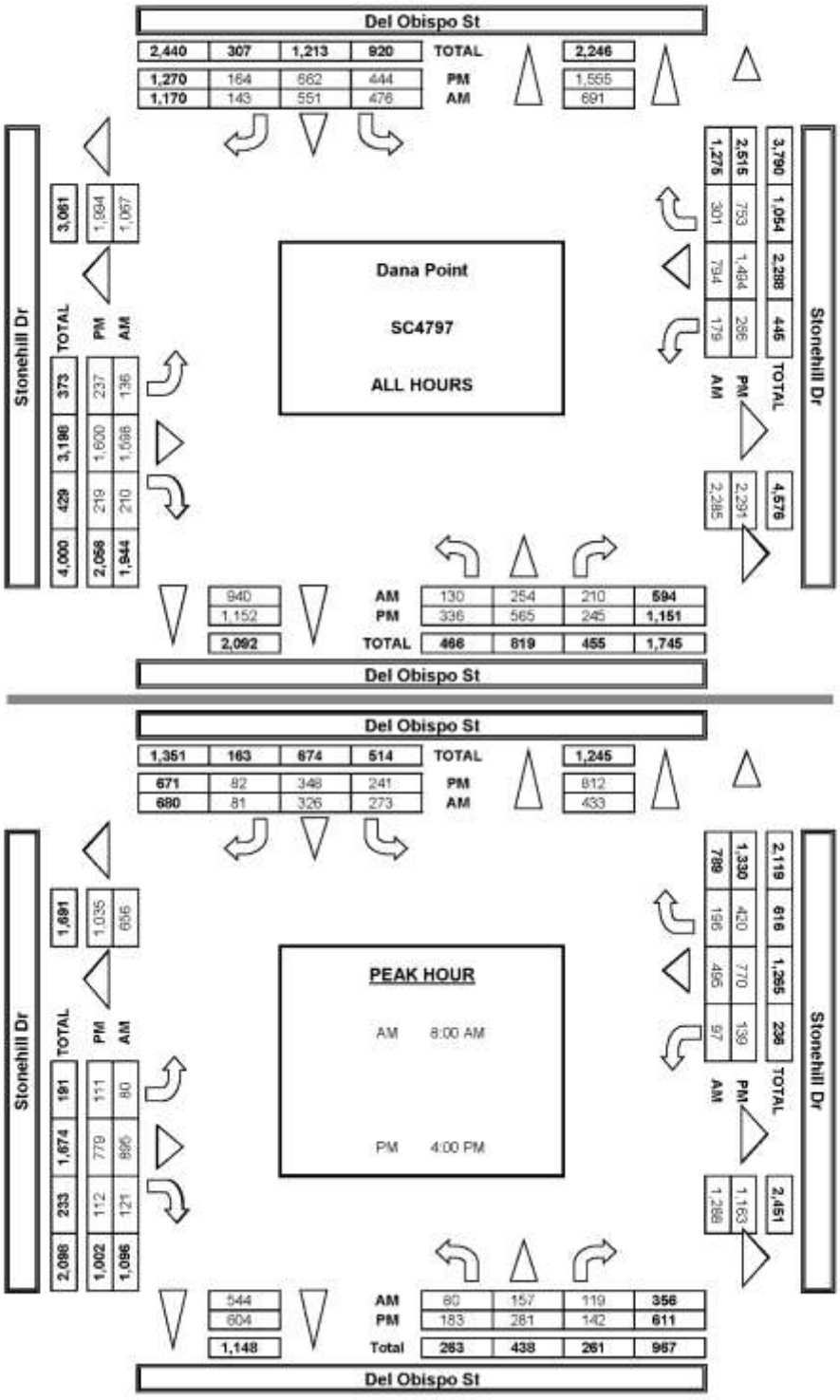
		ALL PED + BIKE & SCOOTER				
		N LEG	S LEG	E LEG	W LEG	TOTAL
AM	7:00 AM	1	4	1	2	8
	7:15 AM	0	1	0	1	2
	7:30 AM	0	1	3	2	6
	7:45 AM	0	1	0	0	1
	8:00 AM	0	3	1	0	4
	8:15 AM	1	2	2	0	5
	8:30 AM	0	1	0	0	1
	8:45 AM	0	3	0	1	4
	TOTAL	2	16	7	6	31
PM	4:00 PM	1	1	0	3	5
	4:15 PM	0	2	1	5	8
	4:30 PM	1	2	1	2	6
	4:45 PM	2	5	4	3	14
	5:00 PM	1	2	0	0	3
	5:15 PM	0	1	0	1	2
	5:30 PM	4	4	0	2	10
	5:45 PM	4	2	2	3	11
	TOTAL	13	19	8	19	59

	PEDESTRIAN CROSSINGS				
	N LEG	S LEG	E LEG	W LEG	TOTAL
7:00 AM	0	2	1	0	3
7:15 AM	0	0	0	0	0
7:30 AM	0	0	2	0	2
7:45 AM	0	1	0	0	1
8:00 AM	0	2	1	0	3
8:15 AM	1	2	2	0	5
8:30 AM	0	1	0	0	1
8:45 AM	0	1	0	1	2
TOTAL	1	9	6	1	17
4:00 PM	1	1	0	0	2
4:15 PM	0	1	0	2	3
4:30 PM	1	2	0	0	3
4:45 PM	0	0	0	0	0
5:00 PM	1	0	0	0	1
5:15 PM	0	1	0	0	1
5:30 PM	2	1	0	2	5
5:45 PM	2	0	0	2	4
TOTAL	6	4	0	6	16

	BICYCLE & SCOOTER CROSSINGS				
	NL	SL	EL	WL	TOTAL
7:00 AM	1	2	0	2	5
7:15 AM	0	1	0	1	2
7:30 AM	0	1	1	2	4
7:45 AM	0	0	0	0	0
8:00 AM	0	1	0	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	2	0	0	2
TOTAL	1	7	1	5	14
4:00 PM	0	0	0	3	3
4:15 PM	0	1	1	3	5
4:30 PM	1	2	1	2	6
4:45 PM	2	5	4	3	14
5:00 PM	0	2	0	0	2
5:15 PM	0	0	0	1	1
5:30 PM	2	3	0	0	5
5:45 PM	2	2	2	1	7
TOTAL	7	15	8	13	43

AimTD LLC

TURNING MOVEMENT COUNTS



INTERSECTION TUR

PREPARED BY: AimTD LL

DATE:	LOCATION:	Dana Point
7/18/24	NORTH & SOUTH:	Del Obispo St
THURSDAY	EAST & WEST:	Stonehill Dr

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

		NORTHBOUND Del Obispo St			SOUTHBOUNI 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			
	VOLUMES	83	162	120	282	335
	APPROACH %	23%	44%	33%	40%	47%
	PEAK HR FACTOR		0.854			0.869
	APP/DEPART	364	/	456	707	/
PM	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	/

D

Stonehill Dr WEST SIDE

D

:NING MOVEMENT COUNTS

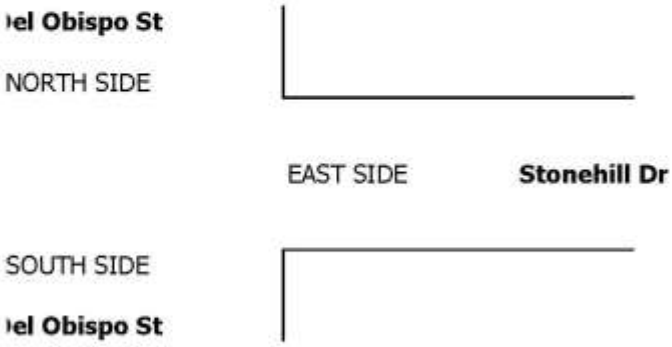
.C. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4797
LOCATION #: 7
CONTROL: SIGNAL

				AM		▲ N	
5	6			PM			
2	2			MD	◄ W		E ►
				OTHER		S	
				OTHER		▼	

D	EASTBOUND Stonehill Dr			WESTBOUND Stonehill Dr			
SR	EL	ET	ER	WL	WT	WR	TOTAL
0	1	2	1	1	2	1	
11	6	147	16	25	71	27	461
15	17	180	21	19	84	28	515
20	18	184	22	23	79	29	543
25	19	207	31	28	108	35	675
30	18	221	33	20	135	44	727
20	29	228	21	31	149	57	746
27	17	242	38	30	117	42	767
14	19	243	35	24	146	70	835
161	142	1,650	216	197	887	330	5,267
13%	7%	82%	11%	14%	63%	23%	
979	2,008	/	2,364	1,414	/	1,184	0
91	83	933	126	104	546	212	3,074
13%	7%	82%	11%	12%	63%	25%	
		0.961			0.903		0.920
564	1,142	/	1,335	861	/	720	0
22	37	214	26	33	199	103	959
24	33	189	19	33	188	118	941
14	22	245	34	39	222	104	947
24	31	174	41	40	173	99	871
26	34	230	25	40	206	86	922
15	33	217	28	33	170	78	867
22	34	207	26	31	175	108	901
21	27	188	29	28	185	68	754
168	249	1,662	228	276	1,515	762	7,160
13%	12%	78%	11%	11%	59%	30%	

1,180	2,138	/	2,369	2,552	/	2,028	0
84 12%	122 11%	821 77% 0.883	120 11%	145 11%	781 58% 0.926	423 31%	3,717 0.969
618	1,062	/	1,218	1,348	/	1,052	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 #:	SC4797
7/18/24	NORTH & SOUTH:	Del Obispo St	LOCATION #:	7
THURSDAY	EAST & WEST:	Stonehill Dr	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

N ▲ | ◄ W | E ► | S ▼

		NORTHBOUND Del Obispo St			SOUTHBOUND Del Obispo St			EASTBOUND Stonehill Dr			WESTBOUND Stonehill Dr				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	6	14	23	45	40	7	3	142	16	14	42	15	367	0	0	0	0	0
	7:15 AM	11	20	13	34	39	12	15	167	21	14	60	20	426	0	0	0	0	0
	7:30 AM	11	21	17	47	61	17	15	165	22	15	53	23	467	0	0	0	0	0
	7:45 AM	14	31	28	61	74	17	16	205	29	19	82	27	603	0	0	0	0	0
	8:00 AM	17	38	25	60	71	21	18	195	28	17	95	31	616	0	0	0	1	1
	8:15 AM	18	28	23	71	63	11	27	212	19	24	126	44	666	0	0	0	0	0
	8:30 AM	21	46	35	60	68	21	15	207	33	25	87	34	652	0	0	0	0	0
	8:45 AM	22	38	34	68	112	14	16	226	33	19	120	65	767	0	0	0	0	0
	VOLUMES	120	236	198	446	528	120	125	1,519	201	147	665	259	4,565	0	0	0	1	1
	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	0	0	0	1	
	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	0	0	0	0	0
	4:15 PM	55	72	38	64	87	24	25	166	17	30	179	112	869	0	0	0	0	0
	4:30 PM	38	76	26	47	66	12	22	216	31	39	220	102	895	0	0	0	1	1
	4:45 PM	41	65	35	51	91	21	26	153	36	32	165	97	813	5	0	0	0	5
	5:00 PM	28	68	29	54	76	26	34	216	25	37	201	77	871	0	0	0	0	0
	5:15 PM	53	73	25	58	74	12	28	201	25	33	165	76	823	0	0	0	1	1
	5:30 PM	37	76	28	56	89	22	34	193	26	26	166	105	858	0	0	0	0	0
	5:45 PM	30	62	18	31	65	21	27	175	29	26	178	63	725	0	0	0	0	0
	VOLUMES	324	556	239	423	644	160	220	1,500	209	253	1,465	735	6,735	5	0	0	2	7
	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	5	0	0	1	
	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					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Del Obispo St	LOCATION #:	7
THURSDAY	EAST & WEST:	Stonehill Dr	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:

▲ N ◄ W E ► S ▼

		NORTHBOUND Del Obispo St			SOUTHBOUND Del Obispo St			EASTBOUND Stonehill Dr			WESTBOUND Stonehill Dr				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	4	1	0	7	2	1	2	2	0	6	7	2	34	0	0	0	0	0
	7:15 AM	2	4	2	3	4	2	1	6	0	3	13	5	45	0	0	0	0	0
	7:30 AM	1	1	0	3	1	2	2	11	0	5	13	4	43	0	0	0	0	0
	7:45 AM	1	0	4	2	1	1	2	1	1	3	16	4	36	0	0	0	0	0
	8:00 AM	1	2	0	1	2	2	0	13	3	2	16	7	49	0	0	0	0	0
	8:15 AM	0	1	1	1	2	6	0	9	0	3	11	3	37	0	0	0	0	0
	8:30 AM	0	2	1	5	4	4	1	14	3	3	14	4	55	0	0	0	0	0
	8:45 AM	0	0	0	4	1	0	2	8	0	3	13	3	34	0	0	0	0	0
	VOLUMES	9	11	8	26	17	18	10	64	7	28	103	32	333	0	0	0	0	0
	APPROACH %	32%	39%	29%	43%	28%	30%	12%	79%	9%	17%	63%	20%						
	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	0	0	0	0	
	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					
PM	4:00 PM	3	0	1	3	3	0	5	15	2	2	5	0	39	0	0	0	0	0
	4:15 PM	0	1	0	4	0	0	3	10	1	2	4	4	29	0	0	0	0	0
	4:30 PM	1	0	2	3	2	1	0	19	0	0	1	1	30	0	0	0	0	0
	4:45 PM	0	0	0	4	0	2	3	9	2	3	1	1	25	0	0	0	0	0
	5:00 PM	0	1	2	0	0	0	0	8	0	0	1	6	18	0	0	0	0	0
	5:15 PM	0	1	0	1	4	0	3	8	2	0	3	1	23	0	0	0	0	0
	5:30 PM	1	1	0	3	0	0	0	9	0	3	3	2	22	0	0	0	0	0
	5:45 PM	0	0	0	0	1	0	0	7	0	1	3	3	15	0	0	0	0	0
	VOLUMES	5	4	5	18	10	3	14	85	7	11	21	18	201	0	0	0	0	0
	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	0	0	0	0	
	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					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Del Obispo St	LOCATION #:	7
THURSDAY	EAST & WEST:	Stonehill Dr	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

▲ N ◄ W E ► S ▼

		NORTHBOUND Del Obispo St			SOUTHBOUND Del Obispo St			EASTBOUND Stonehill Dr			WESTBOUND Stonehill Dr				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	1	1	0	0	0	1	5	3	11	0	0	0	0	0
	7:15 AM	0	2	2	0	0	0	0	1	0	0	1	0	6	0	0	0	0	0
	7:30 AM	0	0	0	0	0	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	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0
	8:15 AM	0	0	0	1	0	0	0	1	1	1	0	1	5	0	0	0	0	0
	8:30 AM	0	0	0	1	0	0	0	3	0	0	0	0	4	0	0	0	0	0
	8:45 AM	0	0	0	1	0	0	0	1	1	0	0	0	3	0	0	0	0	0
	VOLUMES	0	3	2	3	2	1	0	6	2	4	8	5	36	0	0	0	0	0
	APPROACH %	0%	60%	40%	50%	33%	17%	0%	75%	25%	24%	47%	29%						
	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	0	0	0	0	
	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					
PM	4:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	4:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	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	0	0	0	0	0
	5:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	VOLUMES	1	0	0	0	2	0	0	6	1	0	3	0	13	0	0	0	0	0
	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	0	0	0	0	
	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					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Del Obispo St	LOCATION #:	7
THURSDAY	EAST & WEST:	Stonehill Dr	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

N ◄ W E ► S

		NORTHBOUND (Del Obispo St)			SOUTHBOUND (Del Obispo St)			EASTBOUND (Stonehill Dr)			WESTBOUND (Stonehill Dr)				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	1	0	0	0	0	0	0	2	1	5	0	0	0	0	0
	7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:30 AM	0	0	1	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0
	7:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0
	8:00 AM	1	0	0	0	0	2	0	2	0	0	4	0	9	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0
	8:30 AM	0	0	0	0	1	0	0	2	0	0	3	0	6	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	VOLUMES	1	1	2	1	1	4	0	5	0	0	15	3	33	0	0	0	0	0
	APPROACH %	25%	25%	50%	17%	17%	67%	0%	100%	0%	0%	83%	17%						
	APP/DEPART	4	/	4	6	/	1	5	/	8	18	/	20	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	1	0	0	0	1	2	0	5	0	0	11	2	22	0	0	0	0	
	APPROACH %	100%	0%	0%	0%	33%	67%	0%	100%	0%	0%	85%	15%						
	PEAK HR FACTOR		0.250			0.375			0.625			0.813		0.611					
	APP/DEPART	1	/	2	3	/	1	5	/	5	13	/	14	0					
PM	4:00 PM	0	0	0	1	0	0	1	1	1	0	0	0	4	0	0	0	0	0
	4:15 PM	0	0	0	2	0	0	1	2	0	0	1	0	6	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	2	0	0	0	0	1	1	0	4	0	0	0	0	0
	5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	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	0	0	0	0	0
	VOLUMES	0	0	0	3	2	1	2	4	2	2	2	0	18	0	0	0	0	0
	APPROACH %	0%	0%	0%	50%	33%	17%	25%	50%	25%	50%	50%	0%						
	APP/DEPART	0	/	2	6	/	6	8	/	7	4	/	3	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	3	0	0	2	4	2	1	1	0	13	0	0	0	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		0.542					
	APP/DEPART	0	/	2	3	/	3	8	/	7	2	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Del Obispo St	LOCATION #:	7
THURSDAY	EAST & WEST:	Stonehill Dr	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

▲ N ◄ W E ► S ▼

		NORTHBOUND Del Obispo St			SOUTHBOUND Del Obispo St			EASTBOUND Stonehill Dr			WESTBOUND Stonehill Dr				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	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%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	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	0	0	0	0	0	0	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	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	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	0	0	0	0	0
	5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	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	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	0	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	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					



INTERSECTION TURNING MOVEMENT COUNTS

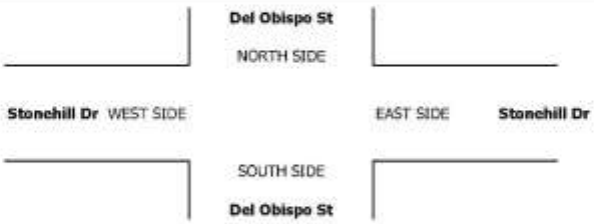
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Del Obispo St	LOCATION #:	7
THURSDAY	EAST & WEST:	Stonehill Dr	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

▲ N ◄ W E ► S ▼

		NORTHBOUND (Del Obispo St)			SOUTHBOUND (Del Obispo St)			EASTBOUND (Stonehill Dr)			WESTBOUND (Stonehill Dr)				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	1	0	0	1	0	0	1	0	3	0	0	0	0	0
	7:15 AM	0	1	0	0	0	0	0	1	0	0	1	0	3	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	8:00 AM	0	1	0	0	1	0	0	0	0	0	1	0	3	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	1	0	0	1	0	0	0	1	3	0	0	0	0	0
	8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	3	0	0	3	0	1	4	0	0	3	2	16	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	20%	80%	0%	0%	60%	40%						
	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	0	0	0	0	
	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					
PM	4:00 PM	1	1	0	0	0	0	1	2	0	0	0	0	5	0	0	0	0	0
	4:15 PM	1	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	4:30 PM	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:45 PM	0	0	0	0	1	0	0	1	0	0	2	0	4	0	0	0	0	0
	5:00 PM	1	1	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0
	5:15 PM	1	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	5:30 PM	1	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0
	VOLUMES	6	5	0	0	4	0	1	5	0	0	3	0	24	0	0	0	0	0
	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	0	0	0	0	
	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					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

PREPARED BY: AlmTD LLC. tel: 714 253 7888 cs@almtd.com

DATE: Thu, Jul 18, 24

LOCATION: Dana Point
NORTH & SOUTH: Street of the Blue Lantern
EAST & WEST: Pacific Coast Hwy

PROJECT #: SC4797
LOCATION #: 5
CONTROL: SIGNAL

NOTES:

N ▲ S ▼ ◄ W E ►

		NORTHBOUND Street of the Blue Lantern			SOUTHBOUND Street of the Blue Lantern			EASTBOUND Pacific Coast Hwy			WESTBOUND Pacific Coast Hwy				U-TURNS				
	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	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	5	0	2	1	4	3	0	71	3	3	130	3	225	0	0	0	0	0
	7:15 AM	9	1	1	0	1	0	0	94	3	3	204	2	324	0	0	1	0	1
	7:30 AM	5	0	1	5	0	0	0	106	2	4	164	3	290	0	0	1	0	1
	7:45 AM	5	0	6	3	1	4	0	130	7	1	195	4	356	0	0	0	0	0
	8:00 AM	7	2	4	1	0	2	0	130	2	7	188	3	346	0	3	1	0	4
	8:15 AM	11	3	6	2	2	2	1	158	3	7	206	4	404	0	0	0	0	0
	8:30 AM	7	1	5	2	1	2	1	144	1	14	214	2	394	0	1	0	0	1
	8:45 AM	13	0	8	2	1	2	1	172	4	10	237	3	453	0	0	1	0	1
	VOLUMES	64	7	31	16	10	21	3	1,005	34	49	1,538	24	2,800	0	4	4	0	8
	APPROACH %	62%	7%	30%	31%	20%	41%	0%	97%	3%	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	0	4	2	0	
	APPROACH %	60%	9%	31%	30%	17%	35%	0%	98%	1%	4%	94%	1%						
	PEAK HR FACTOR		0.798			0.950			0.868			0.896		0.883					
	APP/DEPART	67	/	35	23	/	51	618	/	632	893	/	896	0					
PM	4:00 PM	31	6	16	6	7	4	4	250	12	17	195	5	553	0	0	4	0	4
	4:15 PM	22	1	12	7	3	1	3	241	8	15	174	2	488	0	1	0	0	1
	4:30 PM	29	7	13	2	4	1	2	219	11	19	218	12	537	0	0	1	0	1
	4:45 PM	23	6	10	4	4	4	1	214	7	16	171	3	463	0	1	0	0	1
	5:00 PM	26	5	20	3	1	1	1	238	8	19	206	8	536	0	1	0	0	1
	5:15 PM	19	3	18	6	3	2	3	236	6	11	211	8	526	0	0	0	0	0
	5:30 PM	23	4	7	5	3	1	3	223	6	12	195	11	503	0	0	1	0	1
	5:45 PM	19	4	21	4	5	0	0	226	10	13	221	4	509	0	0	0	0	0
	VOLUMES	192	36	117	37	30	14	17	1,831	89	117	1,591	53	4,115	0	3	6	0	9
	APPROACH %	56%	10%	34%	44%	36%	17%	1%	95%	4%	7%	90%	3%						
	APP/DEPART	345	/	109	84	/	216	1,926	/	1,967	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	0	1	1	0	
	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					

Street of the Blue Lantern
NORTH LEG

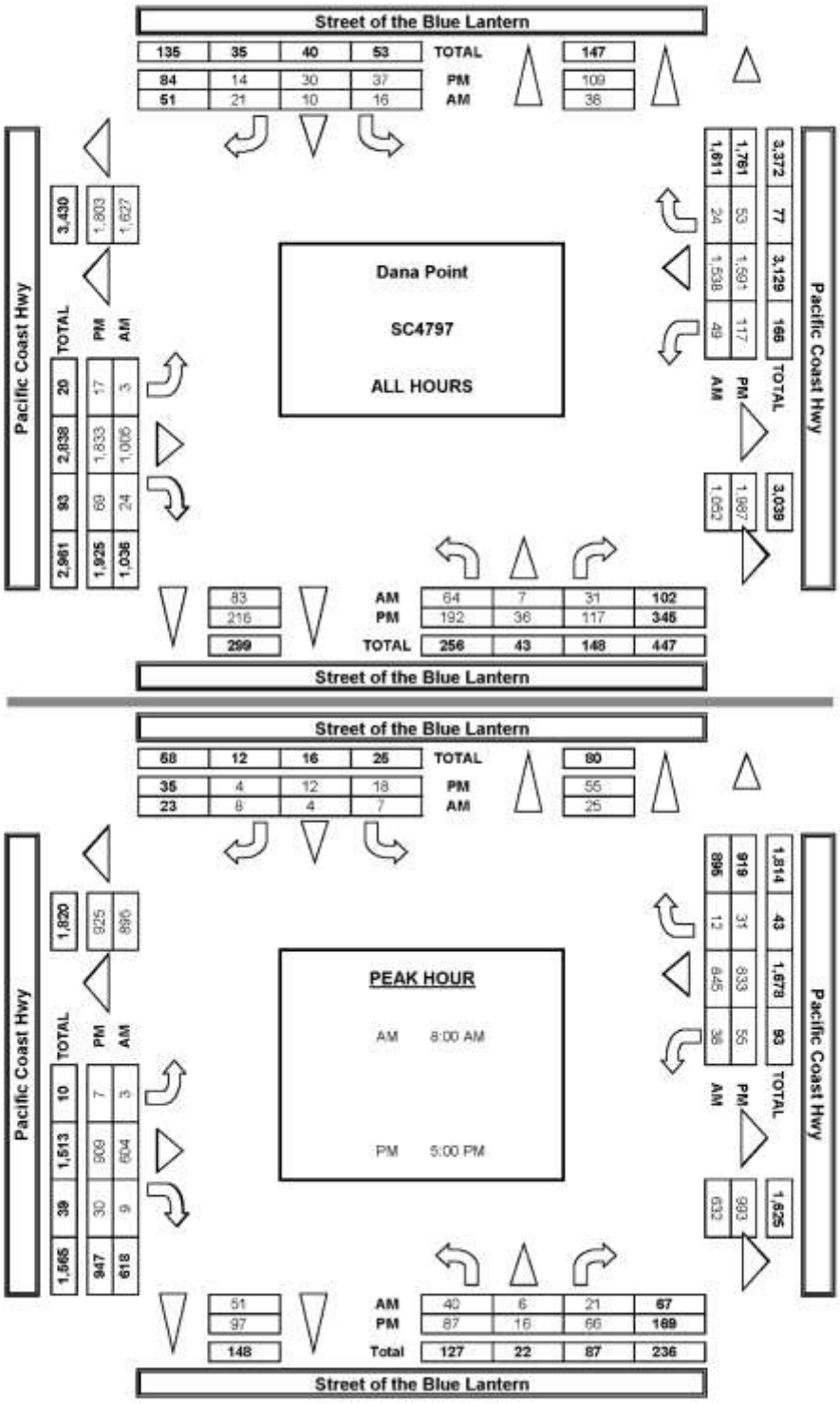
Pacific Coast Hwy WEST LEG EAST LEG **Pacific Coast Hwy**

SOUTH LEG
Street of the Blue Lantern

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	1	1	2	0	0	1	1	2	0	0	0	0	0
	7:15 AM	2	3	0	3	8	0	0	0	2	2	2	3	0	1	6
	7:30 AM	2	6	3	2	13	1	6	2	2	11	1	0	1	0	2
	7:45 AM	3	3	0	1	7	2	3	0	1	6	1	0	0	0	1
	8:00 AM	0	8	0	0	8	0	6	0	0	6	0	2	0	0	2
	8:15 AM	3	6	1	5	15	2	4	0	3	9	1	2	1	2	6
	8:30 AM	3	15	5	5	28	1	15	3	4	23	2	0	2	1	5
	8:45 AM	3	6	1	0	10	2	4	1	0	7	1	2	0	0	3
	TOTAL	16	47	11	17	91	8	38	7	13	66	8	9	4	4	25
PM	4:00 PM	0	10	5	1	16	0	6	5	1	12	0	4	0	0	4
	4:15 PM	5	4	4	0	13	0	2	2	0	4	5	2	2	0	9
	4:30 PM	7	5	6	4	22	0	3	2	3	8	7	2	4	1	14
	4:45 PM	3	9	5	6	23	3	3	5	6	17	0	6	0	0	6
	5:00 PM	4	10	3	3	20	2	7	3	1	13	2	3	0	2	7
	5:15 PM	2	10	3	4	19	0	6	3	0	9	2	4	0	4	10
	5:30 PM	3	8	1	4	16	0	5	1	3	9	3	3	0	1	7
	5:45 PM	1	4	10	2	17	0	2	8	1	11	1	2	2	1	6
	TOTAL	25	60	37	24	146	5	34	29	15	83	20	26	8	9	63

AimTD LLC

TURNING MOVEMENT COUNTS



INTERSECTION TUR

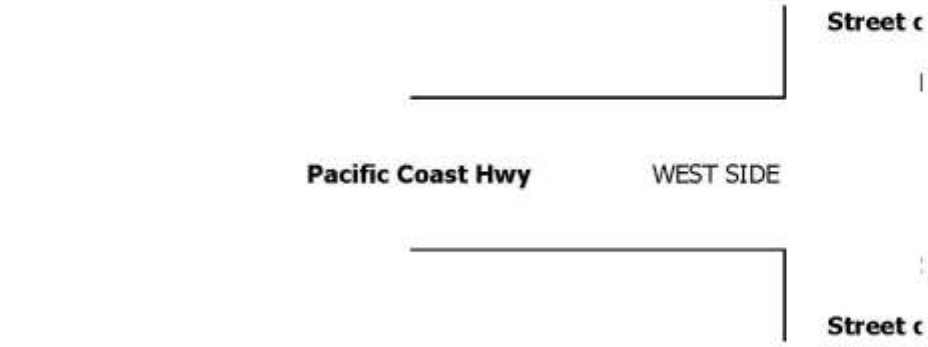
PREPARED BY: AimTD LL

DATE:	LOCATION:	Dana Point
7/18/24	NORTH & SOUTH:	Street of the Blue Lant
THURSDAY	EAST & WEST:	Pacific Coast Hwy

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

		NORTHBOUND Street of the Blue Lantern			SOUTHBOUNI Street of the Blue La	
		NL	NT	NR	SL	ST
	LANES:	1	1	0	1	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			
	VOLUMES	40	6	22	9	4
	APPROACH %	59%	9%	32%	42%	19%
	PEAK HR FACTOR		0.791			0.768
	APP/DEPART	68	/	22	22	/
PM	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	/



:NING MOVEMENT COUNTS

.C. tel: 714 253 7888 cs@aimtd.com

:ern

PROJECT #: SC4797
LOCATION #: 5
CONTROL: SIGNAL

				AM		▲ N	
5	6			PM			
2	2			MD	◄ W		E ►
				OTHER		S	
				OTHER		▼	

D ntern	EASTBOUND Pacific Coast Hwy			WESTBOUND Pacific Coast Hwy			
SR 1	EL 1	ET 2	ER 0	WL 1	WT 1.5	WR 0.5	TOTAL
3	0	73	3	3	143	3	240
6	0	101	3	4	222	4	352
0	0	110	2	4	177	4	308
5	0	137	7	1	213	4	384
3	0	137	2	7	201	4	366
2	1	171	2	8	227	5	439
2	1	152	1	15	222	2	410
2	1	185	4	12	252	3	485
23 45%	3 0%	1,064 98%	24 2%	53 3%	1,655 95%	28 2%	2,983
87	1,091	/	1,115	1,735	/	1,743	0
9 40%	3 0%	644 98% 0.863	9 1%	41 4%	900 94% 0.896	13 1%	1,699 0.877
54	656	/	675	954	/	949	0
4	4	269	12	17	199	5	576
1	3	251	10	11	177	2	499
1	2	225	12	20	221	12	548
4	1	218	7	16	173	3	470
1	1	246	8	20	210	8	548
2	3	236	6	11	214	8	530
1	3	235	6	13	197	11	508
0	0	213	10	14	225	4	519
14 17%	17 1%	1,891 96%	70 4%	120 7%	1,615 90%	53 3%	4,196

221	1,978	/	2,047	1,788	/	1,822	0
4 12%	7 1%	929 96% 0.948	30 3%	57 6%	845 91% 0.962	31 3%	2,104 0.960
99	966	/	1,013	933	/	937	0

›f the Blue Lantern

NORTH SIDE



EAST SIDE **Pacific Coast Hwy**

SOUTH SIDE



›f 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

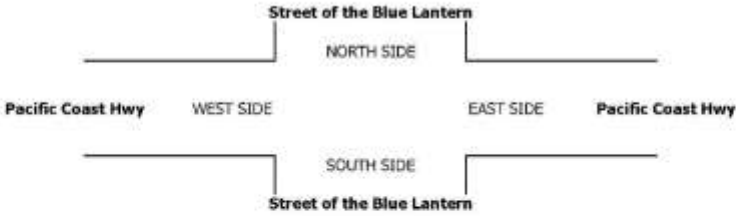
DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Street of the Blue Lantern	LOCATION #:	5
THURSDAY	EAST & WEST:	Pacific Coast Hwy	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

▲ N ◄ W E ► S ▼

		NORTHBOUND (Street of the Blue Lantern)			SOUTHBOUND (Street of the Blue Lantern)			EASTBOUND (Pacific Coast Hwy)			WESTBOUND (Pacific Coast Hwy)				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	5	0	1	1	4	3	0	68	3	3	109	3	200	0	0	0	0	0
	7:15 AM	8	1	1	0	1	6	0	84	3	1	179	1	285	0	0	1	0	1
	7:30 AM	4	0	1	5	0	0	0	99	2	4	141	1	257	0	0	1	0	1
	7:45 AM	3	0	4	3	1	3	0	119	7	1	167	4	312	0	0	0	0	0
	8:00 AM	7	2	4	1	0	1	0	122	2	7	166	2	314	0	3	1	0	4
	8:15 AM	11	3	5	2	2	2	1	139	2	6	175	3	351	0	0	0	0	0
	8:30 AM	7	1	5	2	1	2	1	132	1	13	199	2	366	0	1	0	0	1
	8:45 AM	15	0	5	1	1	2	1	158	4	8	220	3	418	0	0	1	0	1
	VOLUMES	60	7	26	15	10	19	3	921	24	43	1,356	19	2,511	0	4	4	0	8
	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																	
	VOLUMES	40	6	19	6	4	7	3	551	9	34	760	10	1,455	0	4	2	0	
	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					
PM	4:00 PM	31	6	16	6	6	4	4	226	12	17	191	5	524	0	0	4	0	4
	4:15 PM	22	1	11	7	3	1	3	228	8	9	169	2	464	0	1	0	0	1
	4:30 PM	28	7	12	2	4	1	2	212	10	18	212	12	520	0	0	1	0	1
	4:45 PM	23	6	10	3	4	4	1	208	7	16	168	3	453	0	1	0	0	1
	5:00 PM	25	5	20	3	1	1	1	225	8	18	201	8	516	0	1	0	0	1
	5:15 PM	18	2	18	6	3	2	3	220	6	11	208	8	505	0	0	0	0	0
	5:30 PM	23	4	7	5	3	1	3	230	6	11	192	11	496	0	0	1	0	1
	5:45 PM	19	4	21	3	5	0	0	202	10	11	215	4	494	0	0	0	0	0
	VOLUMES	189	35	115	35	29	14	17	1,751	67	111	1,556	53	3,981	0	3	6	0	9
	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	0	1	1	0	
	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					



INTERSECTION TURNING MOVEMENT COUNTS

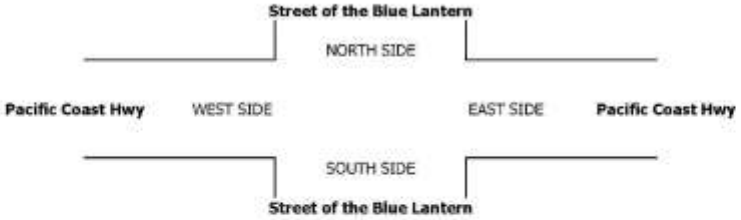
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Street of the Blue Lantern	LOCATION #:	5
THURSDAY	EAST & WEST:	Pacific Coast Hwy	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

▲ N ◄ W E ► S ▼

		NORTHBOUND Street of the Blue Lantern			SOUTHBOUND Street of the Blue Lantern			EASTBOUND Pacific Coast Hwy			WESTBOUND Pacific Coast Hwy				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	1	0	0	0	0	3	0	0	18	0	22	0	0	0	0	0
	7:15 AM	1	0	0	0	0	0	0	7	0	2	18	0	28	0	0	0	0	0
	7:30 AM	1	0	0	0	0	0	0	7	0	0	22	2	32	0	0	0	0	0
	7:45 AM	2	0	2	0	0	0	0	10	0	0	25	0	39	0	0	0	0	0
	8:00 AM	0	0	0	0	0	1	0	5	0	0	19	1	26	0	0	0	0	0
	8:15 AM	0	0	1	0	0	0	0	17	0	1	27	1	47	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	10	0	1	15	0	26	0	0	0	0	0
	8:45 AM	0	0	1	0	0	0	0	8	0	1	13	0	23	0	0	0	0	0
	VOLUMES	4	0	5	0	0	1	0	67	0	5	157	4	243	0	0	0	0	0
	APPROACH %	44%	0%	56%	0%	0%	100%	0%	100%	0%	3%	95%	2%						
	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	0	0	0	0	
	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					
PM	4:00 PM	0	0	0	0	1	0	0	18	0	0	3	0	22	0	0	0	0	0
	4:15 PM	0	0	1	0	0	0	0	7	1	1	4	0	14	0	0	0	0	0
	4:30 PM	1	0	1	0	0	0	0	5	1	1	6	0	15	0	0	0	0	0
	4:45 PM	0	0	0	1	0	0	0	4	0	0	2	0	7	0	0	0	0	0
	5:00 PM	1	0	0	0	0	0	0	11	0	1	3	0	16	0	0	0	0	0
	5:15 PM	1	1	0	0	0	0	0	9	0	0	2	0	13	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	2	0	1	2	0	5	0	0	0	0	0
	5:45 PM	0	0	0	1	0	0	0	3	0	2	5	0	11	0	0	0	0	0
	VOLUMES	3	1	2	2	1	0	0	59	2	6	27	0	103	0	0	0	0	0
	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	0	0	0	0	
	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					



INTERSECTION TURNING MOVEMENT COUNTS

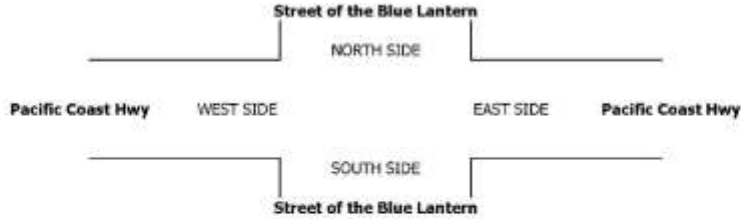
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Street of the Blue Lantern	LOCATION #:	5
THURSDAY	EAST & WEST:	Pacific Coast Hwy	CONTROL:	SIGNAL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

▲ N ◄ W E ► S ▼

		NORTHBOUND Street of the Blue Lantern			SOUTHBOUND Street of the Blue Lantern			EASTBOUND Pacific Coast Hwy			WESTBOUND Pacific Coast Hwy				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	2	0	0	5	0	7	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	1	0	0	3	0	4	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	3	0	1	0	0	4	0	0	0	0	0
	VOLUMES	0	0	0	0	0	1	0	6	0	1	10	0	18	0	0	0	0	0
	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																
	VOLUMES	0	0	0	0	0	0	0	4	0	1	3	0	8	0	0	0	0	
	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					
PM	4:00 PM	0	0	0	0	0	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	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	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	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	7	0	0	3	0	10	0	0	0	0	0
	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	0	0	0	0	
	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					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Street of the Blue Lantern	LOCATION #:	5
THURSDAY	EAST & WEST:	Pacific Coast Hwy	CONTROL:	SIGNAL

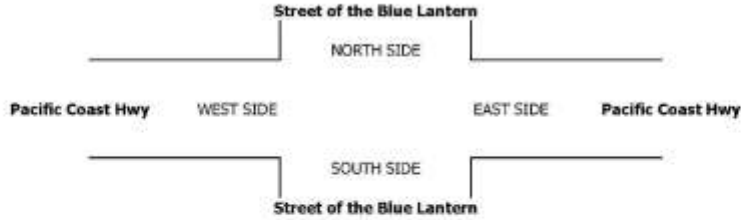
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / PEAK HR

▲ N ◄ W E ► 5 ▼

		NORTHBOUND Street of the Blue Lantern			SOUTHBOUND Street of the Blue Lantern			EASTBOUND Pacific Coast Hwy			WESTBOUND Pacific Coast Hwy				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	2	0	0	3	0	5	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	1	0	0	0	3	0	0	4	0	8	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	0	8	0	0	13	1	23	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	93%	7%						
	APP/DEPART	0	/	1	1	/	0	8	/	9	14	/	13	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	1	0	0	0	7	0	0	7	0	15	0	0	0	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		0.469					
	APP/DEPART	0	/	0	1	/	0	7	/	8	7	/	7	0					
PM	4:00 PM	0	0	0	0	0	0	0	4	0	0	1	0	5	0	0	0	0	0
	4:15 PM	0	0	0	0	0	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	0	0	0	0	0
	4:45 PM	0	0	0	0	0	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	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	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	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	5	0	0	2	0	7	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	5	/	5	2	/	2	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
	APPROACH %	0%	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					



INTERSECTION TURNING MOVEMENT COUNTS

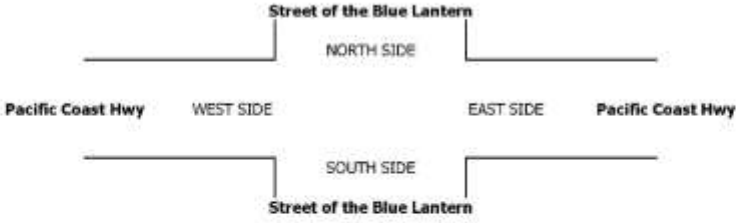
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Street of the Blue Lantern	LOCATION #:	5
THURSDAY	EAST & WEST:	Pacific Coast Hwy	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

▲ N ◄ W E ► S ▼

		NORTHBOUND Street of the Blue Lantern			SOUTHBOUND Street of the Blue Lantern			EASTBOUND Pacific Coast Hwy			WESTBOUND Pacific Coast Hwy				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	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%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	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	0	0	0	0	0	0	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	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	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	0	0	0	0	0
	5:00 PM	0	0	0	0	0	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	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	APPROACH %	0%	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		5:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
	APPROACH %	0%	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					



INTERSECTION TURNING MOVEMENT COUNTS

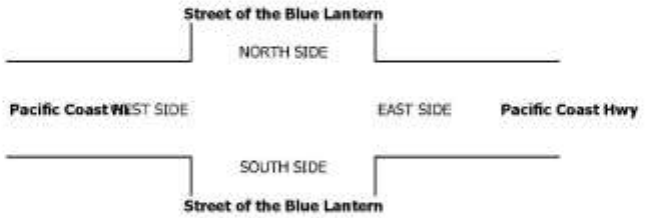
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Street of the Blue Lantern	LOCATION #:	5
THURSDAY	EAST & WEST:	Pacific Coast Hwy	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

▲ N ◄ W E ► S ▼

		NORTHBOUND Street of the Blue Lantern			SOUTHBOUND Street of the Blue Lantern			EASTBOUND Pacific Coast Hwy			WESTBOUND Pacific Coast Hwy				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	3	0	0	2	0	5	0	0	0	0	0
	APPROACH %	0%	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	0	2	0	0	1	0	3	0	0	0	0	
	APPROACH %	0%	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	0	2	0	0	0	0	2	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	11	0	0	2	0	13	0	0	0	0	0
	APPROACH %	0%	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	0	6	0	0	1	0	7	0	0	0	0	
	APPROACH %	0%	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					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE: Thu, Jul 18, 24

LOCATION: Dana Point
NORTH & SOUTH: Doheny Park Rd
EAST & WEST: Victoria Blvd

PROJECT #: SC4797
LOCATION #: 2
CONTROL: SIGNAL

NOTES:

		NORTHBOUND (Doheny Park Rd)			SOUTHBOUND (Doheny Park Rd)			EASTBOUND (Victoria Blvd)			WESTBOUND (Victoria Blvd)				U-TURNS				
	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	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	9	79	15	1	72	3	3	2	1	19	0	14	213	0	2	0	0	2
	7:15 AM	7	83	16	3	65	0	3	2	6	11	0	4	202	0	0	0	0	0
	7:30 AM	10	95	15	4	65	5	7	3	9	11	3	8	235	0	1	0	0	1
	7:45 AM	6	123	23	3	61	2	6	3	5	26	4	13	275	1	0	0	0	1
	8:00 AM	7	115	12	3	94	1	6	3	6	19	6	14	286	1	0	0	0	1
	8:15 AM	10	148	16	4	89	3	6	0	12	25	5	8	326	0	0	0	0	0
	8:30 AM	7	120	10	5	90	3	10	5	8	23	6	14	310	0	0	0	0	0
	8:45 AM	6	155	11	3	110	2	6	2	8	28	2	9	342	0	1	0	0	1
	VOLUMES	62	920	122	26	648	19	47	18	55	162	26	84	2,193	2	4	0	0	6
	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	1	1	0	0	
	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	18	261	21	11	169	3	15	8	10	24	8	20	565	1	1	0	0	2
	4:15 PM	17	246	17	10	165	1	14	4	11	21	8	16	530	1	0	0	0	1
	4:30 PM	19	229	29	13	187	4	17	3	15	27	4	23	570	3	1	0	0	4
	4:45 PM	11	208	24	9	175	4	15	7	12	25	5	23	518	1	2	0	0	3
	5:00 PM	16	209	19	8	167	2	15	6	9	18	4	20	493	0	3	0	0	3
	5:15 PM	17	196	7	13	169	4	14	5	13	21	3	12	476	0	2	0	0	2
	5:30 PM	8	158	18	10	193	3	15	3	7	20	3	21	459	0	0	0	0	0
	5:45 PM	15	168	19	6	131	1	4	8	9	14	3	11	387	0	1	0	0	1
	VOLUMES	116	1,875	154	82	1,356	22	109	42	86	170	38	146	4,014	6	10	0	0	16
	APPROACH %	6%	86%	8%	6%	92%	1%	46%	18%	36%	48%	11%	41%						
	APP/DEPART	1,957	/	1,940	1,470	/	1,818	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	5	4	0	0	
	APPROACH %	6%	86%	8%	6%	92%	2%	47%	17%	37%	48%	12%	40%						
	PEAK HR FACTOR		0.929			0.921			0.936			0.944		0.959					
	APP/DEPART	1,103	/	1,091	755	/	947	131	/	156	204	/	99	0					



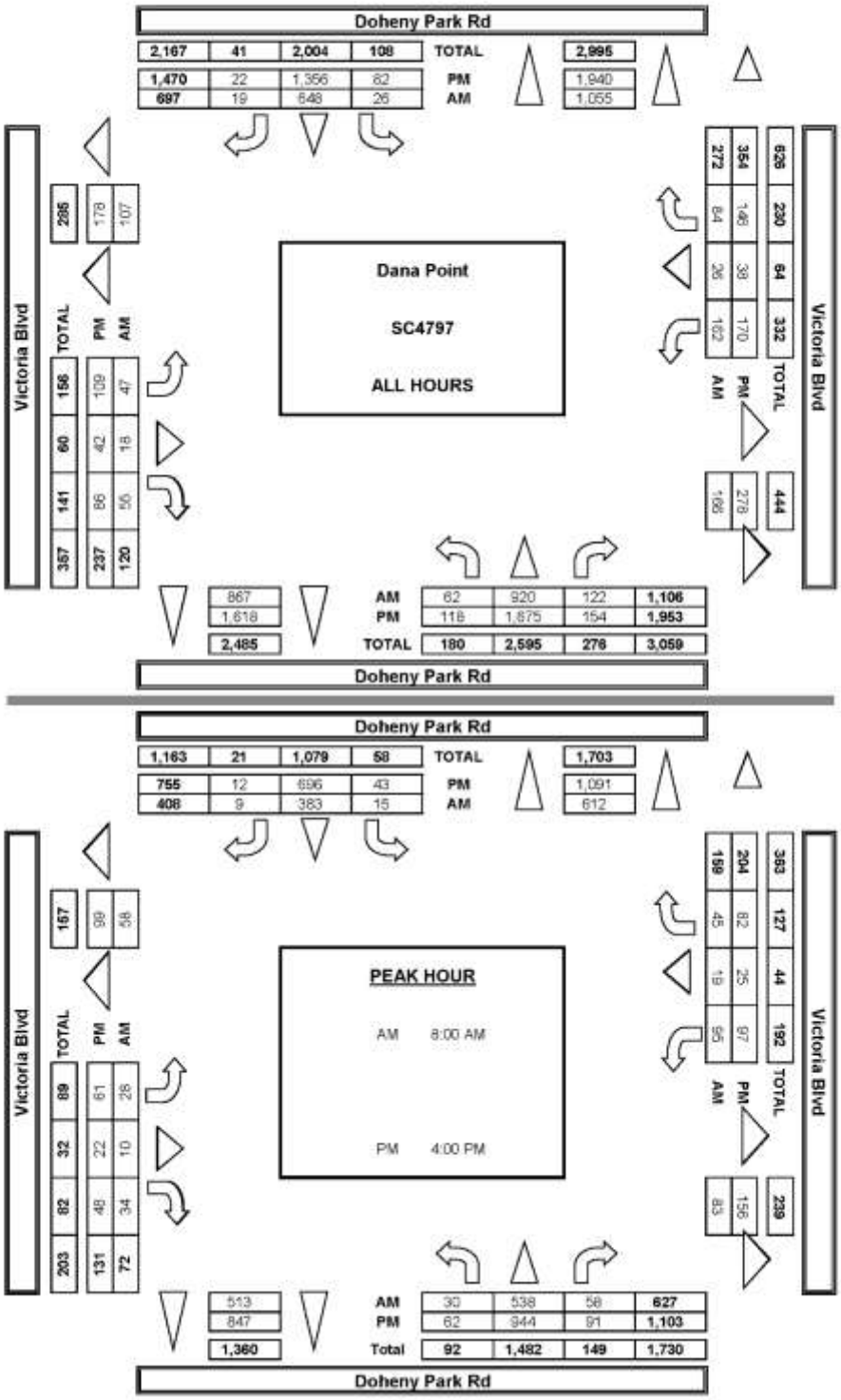
		ALL PED + BIKE & SCOOTER				
		N LEG	S LEG	E LEG	W LEG	TOTAL
AM	7:00 AM	1	0	2	3	6
	7:15 AM	4	1	0	5	10
	7:30 AM	1	1	0	1	3
	7:45 AM	5	0	2	2	9
	8:00 AM	2	0	1	3	6
	8:15 AM	0	1	0	2	3
	8:30 AM	1	1	0	1	3
	8:45 AM	0	0	0	0	0
	TOTAL	14	4	5	17	40
PM	4:00 PM	0	1	0	0	1
	4:15 PM	3	0	0	0	3
	4:30 PM	5	1	1	0	7
	4:45 PM	0	0	0	1	1
	5:00 PM	1	4	2	0	7
	5:15 PM	4	1	0	1	6
	5:30 PM	0	5	1	3	9
	5:45 PM	0	2	0	4	6
	TOTAL	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:	LOCATION:	Dana Point
7/18/24	NORTH & SOUTH:	Doheny Park Rd
THURSDAY	EAST & WEST:	Victoria Blvd

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

		NORTHBOUND Doheny Park Rd			SOUTHBOUNI Doheny Park Rc	
	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

:NING MOVEMENT COUNTS

.C. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4797
LOCATION #: 2
CONTROL: SIGNAL

				AM		▲ N	
5	6			PM			
2	2			MD	◄ W		E ►
				OTHER		S	
				OTHER		▼	

D	EASTBOUND Victoria Blvd			WESTBOUND Victoria Blvd			
SR	EL	ET	ER	WL	WT	WR	TOTAL
0	1	1	1	1	0.5	0.5	
5	5	2	2	24	0	15	253
0	4	2	7	12	0	4	229
6	9	3	10	12	3	9	256
4	7	1	7	29	5	14	301
1	7	4	7	19	6	17	308
3	7	0	15	26	5	9	352
3	11	5	9	24	7	17	335
2	7	3	8	29	2	10	354
23	55	19	64	175	27	94	2,386
3%	40%	14%	47%	59%	9%	32%	
962	138	/	179	295	/	117	0
9	31	11	39	98	20	52	1,347
2%	38%	14%	48%	58%	12%	31%	
		0.821			0.892		0.953
547	81	/	90	170	/	60	0
3	16	9	10	25	8	22	578
1	14	4	11	23	9	17	548
4	18	3	15	31	4	23	593
4	15	7	13	26	5	25	529
2	16	6	10	19	4	21	504
5	15	5	13	22	3	13	486
3	16	3	7	21	3	22	470
1	4	6	9	15	3	11	394
23	113	43	88	181	39	152	4,101
2%	47%	17%	36%	49%	10%	41%	

1,642	243	/	292	371	/	187	0
12 2%	63 47%	23 17% 0.931	49 36%	104 48%	26 12% 0.935	86 40%	2,247 0.947
857	134	/	165	215	/	105	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 #:	SC4797
7/18/24	NORTH & SOUTH:	Doheny Park Rd	LOCATION #:	2
THURSDAY	EAST & WEST:	Victoria Blvd	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

N ▲ | ◄ W | E ► | S ▼

		NORTHBOUND Doheny Park Rd			SOUTHBOUND Doheny Park Rd			EASTBOUND Victoria Blvd			WESTBOUND Victoria Blvd				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	7	68	10	1	49	1	0	2	0	13	0	12	163	0	2	0	0	2
	7:15 AM	6	72	15	3	48	0	2	2	4	9	0	4	165	0	0	0	0	0
	7:30 AM	8	87	13	4	57	4	4	3	8	9	3	6	206	0	1	0	0	1
	7:45 AM	5	110	18	2	56	1	5	1	4	22	3	12	239	1	0	0	0	1
	8:00 AM	7	102	10	3	79	1	4	2	4	19	6	8	245	1	0	0	0	1
	8:15 AM	10	132	15	4	79	3	5	0	9	23	5	7	292	0	0	0	0	0
	8:30 AM	5	111	18	3	79	3	9	5	6	21	5	11	276	0	0	0	0	0
	8:45 AM	5	150	11	3	100	2	5	1	8	26	2	8	321	0	1	0	0	1
	VOLUMES	53	832	110	23	547	15	34	16	43	142	24	68	1,913	2	4	0	0	6
	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																
	VOLUMES	27	495	54	13	337	9	23	8	27	89	18	34	1,136	1	1	0	0	
	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					
PM	4:00 PM	14	251	19	9	166	3	13	7	10	23	8	18	541	1	1	0	0	2
	4:15 PM	16	236	16	9	159	1	14	4	11	19	7	14	506	0	0	0	0	0
	4:30 PM	16	212	25	13	184	4	15	3	15	23	4	23	537	3	1	0	0	4
	4:45 PM	10	202	21	9	172	4	15	7	11	24	5	20	500	1	2	0	0	3
	5:00 PM	16	203	18	7	161	2	14	6	8	17	4	19	475	0	3	0	0	3
	5:15 PM	15	193	6	15	167	3	13	5	13	20	3	11	464	0	2	0	0	2
	5:30 PM	8	151	16	10	188	3	14	3	7	19	3	20	442	0	0	0	0	0
	5:45 PM	13	164	16	6	130	1	4	6	9	13	3	11	376	0	1	0	0	1
	VOLUMES	108	1,612	137	78	1,327	21	102	41	84	158	37	136	3,856	5	10	0	0	15
	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	5	4	0	0	
	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					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Doheny Park Rd	LOCATION #:	2
THURSDAY	EAST & WEST:	Victoria Blvd	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:

▲ N ◄ W E ► S ▼

		NORTHBOUND Doheny Park Rd			SOUTHBOUND Doheny Park Rd			EASTBOUND Victoria Blvd			WESTBOUND Victoria Blvd				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	2	8	0	0	10	1	2	0	1	4	0	2	30	0	0	0	0	0
	7:15 AM	0	11	1	0	13	0	0	0	2	2	0	0	29	0	0	0	0	0
	7:30 AM	2	7	1	0	5	1	3	0	1	2	0	2	24	0	0	0	0	0
	7:45 AM	1	11	3	1	6	0	1	0	0	3	1	1	28	0	0	0	0	0
	8:00 AM	0	11	2	0	15	0	2	1	2	0	0	6	39	0	0	0	0	0
	8:15 AM	0	12	0	0	9	0	1	0	2	2	0	1	27	0	0	0	0	0
	8:30 AM	2	5	1	1	10	0	1	0	2	2	1	2	27	0	0	0	0	0
	8:45 AM	1	4	0	0	9	0	1	1	0	2	0	1	19	0	0	0	0	0
	VOLUMES	8	69	8	2	77	2	11	2	10	17	2	15	223	0	0	0	0	0
	APPROACH %	9%	81%	9%	2%	95%	2%	48%	9%	43%	50%	6%	44%						
	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	0	0	0	0	
	APPROACH %	8%	84%	8%	2%	98%	0%	38%	15%	46%	35%	6%	59%						
	PEAK HR FACTOR		0.731			0.733			0.660			0.708		0.718					
	APP/DEPART	38	/	47	44	/	55	13	/	6	17	/	4	0					
PM	4:00 PM	1	10	2	2	3	0	2	1	0	0	0	1	22	0	0	0	0	0
	4:15 PM	1	8	0	1	5	0	0	0	0	1	1	2	19	1	0	0	0	1
	4:30 PM	2	13	3	0	3	0	2	0	0	1	0	0	24	0	0	0	0	0
	4:45 PM	0	6	3	0	3	0	0	0	1	1	0	3	17	0	0	0	0	0
	5:00 PM	0	6	1	1	6	0	0	0	0	0	0	0	14	0	0	0	0	0
	5:15 PM	2	2	0	0	1	1	1	0	0	0	0	1	8	0	0	0	0	0
	5:30 PM	0	6	1	0	4	0	1	0	0	0	0	1	13	0	0	0	0	0
	5:45 PM	1	3	3	0	1	0	0	0	0	0	0	0	8	0	0	0	0	0
	VOLUMES	7	54	13	4	26	1	6	1	1	3	1	8	126	1	0	0	0	1
	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	1	0	0	0	
	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					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Doheny Park Rd	LOCATION #:	2
THURSDAY	EAST & WEST:	Victoria Blvd	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

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		NORTHBOUND (Doheny Park Rd)			SOUTHBOUND (Doheny Park Rd)			EASTBOUND (Victoria Blvd)			WESTBOUND (Victoria Blvd)				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	2	0	0	9	1	1	0	0	1	0	0	14	0	0	0	0	0
	7:15 AM	1	1	0	0	1	0	1	0	0	0	0	0	4	0	0	0	0	0
	7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	1	1	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0
	8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	1	11	2	0	11	1	2	0	0	2	0	0	30	0	0	0	0	0
	APPROACH %	7%	79%	14%	0%	92%	8%	100%	0%	0%	100%	0%	0%						
	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	0	0	0	0	
	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					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	1	2	1	0	0	0	0	0	0	2	0	0	6	0	0	0	0	0
	4:45 PM	0	0	0	0	0	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	0	0	0	0	0
	5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	2	3	3	0	0	0	1	0	1	2	0	2	14	0	0	0	0	0
	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	0	0	0	0	
	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					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Doheny Park Rd	LOCATION #:	2
THURSDAY	EAST & WEST:	Victoria Blvd	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

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		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	0	0	0	0	4	0	0	0	0	1	0	0	5
	7:15 AM	0	1	0	0	3	0	0	0	0	0	0	0	4
	7:30 AM	0	1	0	0	3	0	0	0	0	0	0	0	4
	7:45 AM	0	1	0	0	1	1	0	0	1	0	0	0	4
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	2	1	0	1	0	0	0	1	0	0	0	5
	8:30 AM	0	1	0	1	1	0	0	0	0	0	0	1	4
	8:45 AM	0	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%	
	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
PM	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

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

NB	SB	EB	WB
0	0	0	0

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

NB	SB	EB	WB
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Doheny Park Rd	LOCATION #:	2
THURSDAY	EAST & WEST:	Victoria Blvd	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

▲ N ◄ W E ► S ▼

		NORTHBOUND Doheny Park Rd			SOUTHBOUND Doheny Park Rd			EASTBOUND Victoria Blvd			WESTBOUND Victoria Blvd				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	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%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	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	0	0	0	0	0	0	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	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	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	0	0	0	0	0
	5:00 PM	0	0	0	0	0	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	0	0	0	0	0
	5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	0	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					

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:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Doheny Park Rd	LOCATION #:	2
THURSDAY	EAST & WEST:	Victoria Blvd	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

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

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

T020624

PREPARED BY: AlanTD LLC. tel: 714 253 7888 cs@alantd.com

DATE: Thu, Jul 18, 24

LOCATION: Dana Point
NORTH & SOUTH: Coast Hwy
EAST & WEST: Pallisades Dr

PROJECT #: SC4797
LOCATION #: 1
CONTROL: SIGNAL

NOTES:

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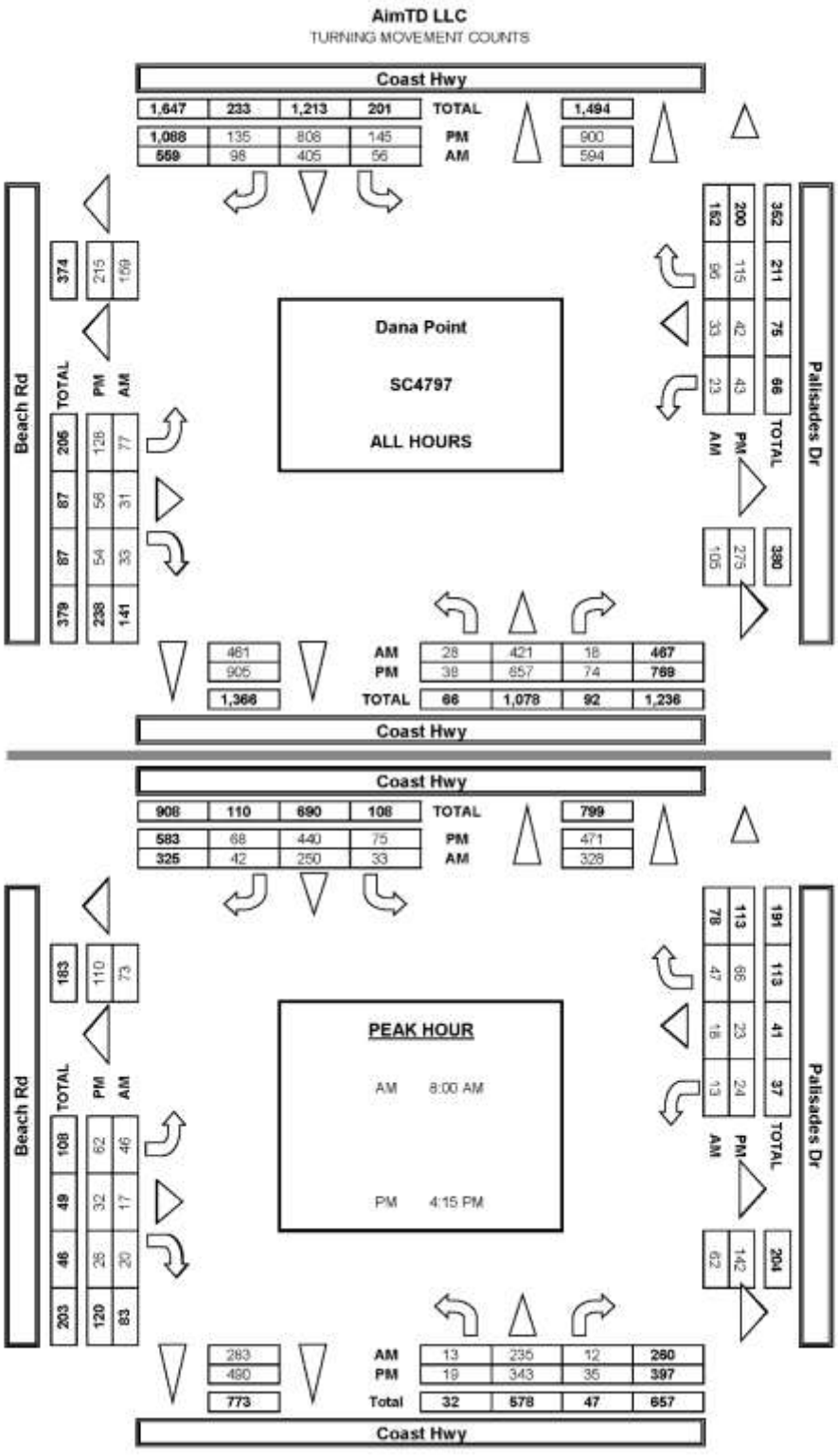
		NORTHBOUND (Coast Hwy)			SOUTHBOUND (Coast Hwy)			EASTBOUND (Beach Rd)			WESTBOUND (Palisades Dr)				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 1	SR 1	EL 1	ET 0.5	ER 0.5	WL 0.5	WT 0.5	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	5	40	1	7	34	10	7	3	2	0	2	10	121	0	0	0	0	0
	7:15 AM	1	42	2	7	27	11	6	1	2	4	4	8	118	0	0	0	0	0
	7:30 AM	3	46	1	4	41	10	9	4	4	2	5	13	142	0	0	0	0	0
	7:45 AM	2	58	2	5	53	25	9	6	5	4	4	18	191	0	0	0	0	0
	8:00 AM	4	45	4	6	42	13	16	4	3	4	7	10	158	0	0	0	0	0
	8:15 AM	3	73	1	7	67	12	7	3	5	4	4	16	203	0	0	0	0	0
	8:30 AM	3	60	4	5	57	11	11	3	4	1	1	12	182	0	0	0	0	0
	8:45 AM	3	57	3	13	74	6	12	7	7	4	6	9	203	0	0	0	0	0
	VOLUMES	28	421	18	56	405	98	77	31	33	23	33	96	1,359	0	0	0	0	0
	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																
	VOLUMES	13	235	12	33	250	42	46	17	20	13	18	47	746	0	0	0	0	
	APPROACH %	5%	90%	5%	10%	77%	13%	55%	20%	24%	17%	23%	60%						
	PEAK HR FACTOR		0.944			0.855			0.798			0.813		0.919					
	APP/DEPART	260	/	328	325	/	283	83	/	62	78	/	73	0					
PM	4:00 PM	3	100	8	17	90	14	13	2	2	4	2	9	266	0	0	0	0	0
	4:15 PM	2	101	7	16	119	10	18	5	8	10	6	10	321	0	0	0	0	0
	4:30 PM	3	66	11	19	95	10	10	11	8	3	5	19	260	0	0	0	0	0
	4:45 PM	9	87	13	23	130	18	20	8	6	3	10	22	349	0	0	0	0	0
	5:00 PM	5	89	4	17	96	21	14	8	4	8	2	15	283	0	0	0	0	0
	5:15 PM	6	78	13	23	97	23	21	4	13	5	6	10	299	0	0	0	0	0
	5:30 PM	2	65	8	11	107	14	16	11	7	6	7	10	264	0	0	0	0	0
	5:45 PM	8	71	9	19	74	16	16	7	6	4	3	20	253	0	0	0	0	0
	VOLUMES	38	657	74	145	808	135	128	56	54	43	42	115	2,295	0	0	0	0	0
	APPROACH %	5%	85%	10%	13%	74%	12%	54%	24%	23%	22%	21%	58%						
	APP/DEPART	769	/	900	1,088	/	995	238	/	276	200	/	215	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	19	343	35	75	440	68	62	32	26	24	23	66	1,213	0	0	0	0	
	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					



		ALL PED + BIKE & SCOOTER				
		N LEG	S LEG	E LEG	W LEG	TOTAL
AM	7:00 AM	6	0	0	6	12
	7:15 AM	2	0	0	7	9
	7:30 AM	2	0	0	7	9
	7:45 AM	7	0	0	4	11
	8:00 AM	7	0	0	9	16
	8:15 AM	12	0	0	2	14
	8:30 AM	18	0	0	4	22
	8:45 AM	7	0	0	13	20
	TOTAL	61	0	0	52	113
PM	4:00 PM	8	4	0	10	22
	4:15 PM	17	0	0	10	27
	4:30 PM	1	4	0	1	6
	4:45 PM	21	6	0	21	48
	5:00 PM	3	1	0	4	8
	5:15 PM	11	1	0	8	20
	5:30 PM	10	3	1	7	21
	5:45 PM	9	2	0	4	15
	TOTAL	80	21	1	65	167

	PEDESTRIAN CROSSINGS				
	N LEG	S LEG	E LEG	W LEG	TOTAL
7:00 AM	5	0	0	1	6
7:15 AM	2	0	0	2	4
7:30 AM	2	0	0	3	5
7:45 AM	7	0	0	0	7
8:00 AM	7	0	0	2	9
8:15 AM	11	0	0	0	11
8:30 AM	16	0	0	1	17
8:45 AM	8	0	0	1	9
TOTAL	56	0	0	12	68
4:00 PM	6	0	0	2	8
4:15 PM	9	0	0	1	10
4:30 PM	1	0	0	0	1
4:45 PM	11	0	0	0	11
5:00 PM	0	0	0	0	0
5:15 PM	2	0	0	0	2
5:30 PM	7	0	0	2	9
5:45 PM	1	0	0	0	1
TOTAL	41	0	0	5	46

	BICYCLE & SCOOTER CROSSINGS				
	NL	SL	EL	WL	TOTAL
7:00 AM	1	0	0	5	6
7:15 AM	0	0	0	5	5
7:30 AM	0	0	0	4	4
7:45 AM	0	0	0	4	4
8:00 AM	0	0	0	7	7
8:15 AM	1	0	0	2	3
8:30 AM	2	0	0	3	5
8:45 AM	1	0	0	10	11
TOTAL	5	0	0	40	45
4:00 PM	2	4	0	8	14
4:15 PM	8	0	0	9	17
4:30 PM	0	4	0	1	5
4:45 PM	10	6	0	21	37
5:00 PM	3	1	0	4	8
5:15 PM	9	1	0	8	18
5:30 PM	3	3	1	5	12
5:45 PM	4	2	0	4	10
TOTAL	39	21	1	60	121


AimTD LLC
TURNING MOVEMENT COUNTS
Coast Hwy
1,647 233 1,213 201 TOTAL 1,494
1,088 135 808 145 PM 900
559 98 405 56 AM 594
Beach Rd
374 215 169
TOTAL 205 87 87 379
PM 126 56 54 238
AM 77 31 33 141
Dana Point
SC4797
ALL HOURS
Palisades Dr
352 211 75 66 TOTAL
200 115 42 43 PM
152 96 33 23 AM
380 273 105
461 905 1,366
AM 28 421 18 467
PM 38 657 74 769
TOTAL 66 1,078 92 1,236
Coast Hwy
Coast Hwy
908 110 690 108 TOTAL 799
583 68 440 75 PM 471
325 42 250 33 AM 328
Beach Rd
183 110 73
TOTAL 108 49 46 203
PM 62 32 26 120
AM 46 17 20 83
PEAK HOUR
AM 8:00 AM
PM 4:15 PM
Palisades Dr
191 113 41 37 TOTAL
113 66 23 24 PM
78 47 18 13 AM
204 142 62
283 490 773
AM 13 235 12 260
PM 19 343 35 397
Total 32 578 47 657
Coast Hwy

INTERSECTION TUR

PREPARED BY: AimTD LL

DATE:	LOCATION:	Dana Point
7/18/24	NORTH & SOUTH:	Coast Hwy
THURSDAY	EAST & WEST:	Palisades Dr

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

		NORTHBOUND Coast Hwy			SOUTHBOUNI 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%
	PEAK HR FACTOR		0.870			0.869
	APP/DEPART	275	/	347	346	/
PM	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

:NING MOVEMENT COUNTS

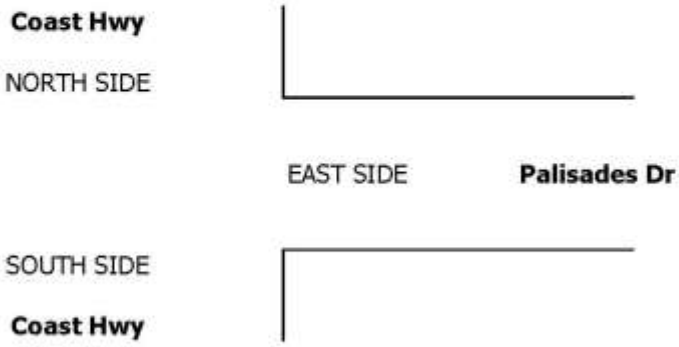
.C. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4797
LOCATION #: 1
CONTROL: SIGNAL

				AM		▲ N	
5	6			PM			
2	2			MD	◄ W		E ►
				OTHER		S	
				OTHER		▼	

D	EASTBOUND Beach Rd			WESTBOUND Palisades Dr			
SR 1	EL 1	ET 0.5	ER 0.5	WL 0.5	WT 0.5	WR 1	TOTAL
10	8	3	2	0	2	10	135
12	9	2	2	4	4	9	130
11	9	5	5	2	6	14	153
36	9	7	5	4	5	19	218
15	18	4	4	4	7	11	169
13	8	3	6	4	4	16	212
14	13	4	5	1	1	12	195
6	13	7	8	5	7	9	216
116 19%	86 55%	34 22%	36 23%	24 15%	35 22%	99 63%	1,427
491	155	/	111	158	/	184	0
47 14%	51 56%	18 19% 0.823	22 24%	14 17%	19 23% 0.833	48 60%	792 0.916
301	91	/	64	80	/	81	0
16	13	2	2	4	4	9	276
20	19	6	9	11	7	12	334
11	10	12	9	3	5	20	271
19	23	9	6	4	11	23	361
22	15	8	5	9	2	16	293
25	22	5	14	5	7	10	307
16	17	12	8	6	8	10	276
17	16	8	6	4	3	21	259
144 13%	134 53%	62 25%	57 23%	45 21%	45 21%	121 58%	2,375

931	253	/	288	210	/	228	0
71 12%	66 51%	35 27% 0.849	28 22%	26 21%	24 20% 0.811	71 59%	1,258 0.871
506	129	/	148	120	/	115	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 #:	SC4797
7/18/24	NORTH & SOUTH:	Coast Hwy	LOCATION #:	1
THURSDAY	EAST & WEST:	Palisades Dr	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

N ▲ | ◄ W | E ► | S ▼

		NORTHBOUND Coast Hwy			SOUTHBOUND Coast Hwy			EASTBOUND Beach Rd			WESTBOUND Palisades Dr				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	4	35	1	4	29	10	5	3	2	0	2	10	105	0	0	0	0	0
	7:15 AM	4	38	2	7	26	9	4	0	2	4	4	6	106	0	0	0	0	0
	7:30 AM	2	40	1	4	36	8	9	3	3	2	4	12	124	0	0	0	0	0
	7:45 AM	1	48	2	5	47	13	9	4	5	4	2	17	157	0	0	0	0	0
	8:00 AM	4	41	4	6	36	11	13	4	2	4	7	8	140	0	0	0	0	0
	8:15 AM	2	70	1	6	61	10	6	3	6	4	4	16	189	0	0	0	0	0
	8:30 AM	2	53	4	5	62	7	8	2	2	1	1	12	159	0	0	0	0	0
	8:45 AM	1	50	3	14	70	6	10	7	6	3	5	9	184	0	0	0	0	0
	VOLUMES	20	375	18	51	367	74	64	26	28	22	29	90	1,164	0	0	0	0	0
	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																
	VOLUMES	9	214	12	31	229	34	37	16	16	12	17	45	672	0	0	0	0	
	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					
PM	4:00 PM	3	92	8	16	87	11	13	2	2	4	2	9	249	0	0	0	0	0
	4:15 PM	2	95	7	15	112	18	17	4	7	9	5	8	299	0	0	0	0	0
	4:30 PM	2	62	11	19	90	9	10	10	6	3	5	18	245	0	0	0	0	0
	4:45 PM	8	85	11	23	125	17	15	7	6	2	9	21	329	0	0	0	0	0
	5:00 PM	5	84	4	15	93	20	13	8	3	7	2	14	268	0	0	0	0	0
	5:15 PM	6	77	12	23	92	21	19	3	12	5	5	10	285	0	0	0	0	0
	5:30 PM	2	61	7	11	104	12	15	10	6	6	6	10	250	0	0	0	0	0
	5:45 PM	8	69	9	18	73	15	16	6	6	4	3	19	246	0	0	0	0	0
	VOLUMES	36	625	69	140	776	123	118	50	48	40	37	109	2,171	0	0	0	0	0
	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	0	0	0	0	
	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					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Coast Hwy	LOCATION #:	1
THURSDAY	EAST & WEST:	Palisades Dr	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:

▲ N ◄ W E ► S ▼

		NORTHBOUND Coast Hwy			SOUTHBOUND Coast Hwy			EASTBOUND Beach Rd			WESTBOUND Palisades Dr				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	1	2	0	2	2	0	2	0	0	0	0	0	9	0	0	0	0	0
	7:15 AM	0	3	0	0	1	2	1	1	0	0	0	2	10	0	0	0	0	0
	7:30 AM	1	5	0	0	4	2	0	1	1	0	1	1	16	0	0	0	0	0
	7:45 AM	1	5	0	0	5	3	0	2	0	0	2	1	19	0	0	0	0	0
	8:00 AM	0	4	0	0	4	1	2	0	1	0	0	2	14	0	0	0	0	0
	8:15 AM	1	3	0	1	5	2	1	0	0	0	0	0	13	0	0	0	0	0
	8:30 AM	1	5	0	0	5	3	3	1	2	0	0	0	20	0	0	0	0	0
	8:45 AM	2	6	0	1	2	0	2	0	1	1	1	0	16	0	0	0	0	0
	VOLUMES	7	33	0	4	28	13	11	5	5	1	4	6	117	0	0	0	0	0
	APPROACH %	18%	83%	0%	9%	62%	29%	52%	24%	24%	9%	36%	55%						
	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	0	0	0	0	
	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					
PM	4:00 PM	0	7	1	1	2	2	0	0	0	0	1	0	14	0	0	0	0	0
	4:15 PM	0	6	0	1	6	1	1	0	1	1	1	1	19	0	0	0	0	0
	4:30 PM	1	3	0	0	3	0	0	0	2	0	0	0	9	0	0	0	0	0
	4:45 PM	1	2	2	0	5	0	4	0	0	1	1	0	16	0	0	0	0	0
	5:00 PM	0	4	0	1	1	1	1	0	1	1	0	0	10	0	0	0	0	0
	5:15 PM	0	1	1	0	5	1	2	0	1	0	1	0	12	0	0	0	0	0
	5:30 PM	0	2	0	0	1	1	1	0	1	0	1	0	7	0	0	0	0	0
	5:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	VOLUMES	2	27	4	3	24	6	9	0	6	3	5	1	90	0	0	0	0	0
	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	0	0	0	0	
	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					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Coast Hwy	LOCATION #:	1
THURSDAY	EAST & WEST:	Palisades Dr	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

▲ N ◄ W E ► S ▼

		NORTHBOUND Coast Hwy			SOUTHBOUND Coast Hwy			EASTBOUND Beach Rd			WESTBOUND Palisades Dr				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	1	2	0	0	0	0	0	0	0	3	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	7:45 AM	0	3	0	0	0	9	0	0	0	0	0	0	12	0	0	0	0	0
	8:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	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	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	3	0	1	2	11	1	0	0	0	0	0	18	0	0	0	0	0
	APPROACH %	0%	100%	0%	7%	14%	79%	100%	0%	0%	0%	0%	0%						
	APP/DEPART	3	/	4	14	/	2	1	/	1	0	/	11	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	0	2	1	0	0	0	0	0	3	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	100%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.500			0.250			0.000		0.375					
	APP/DEPART	0	/	1	2	/	0	1	/	0	0	/	2	0					
PM	4:00 PM	0	0	0	0	0	0	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	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	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	0	1	0	0	0	0	0
	5:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	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	0	0	0	0	0
	5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	1	0	2	2	0	1	0	0	0	0	0	6	0	0	0	0	0
	APPROACH %	0%	100%	0%	50%	50%	0%	100%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	2	4	/	2	1	/	2	0	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	1	2	0	1	0	0	0	0	0	4	0	0	0	0	
	APPROACH %	0%	0%	0%	33%	67%	0%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.375			0.250			0.000		0.500					
	APP/DEPART	0	/	1	3	/	2	1	/	1	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Coast Hwy	LOCATION #:	1
THURSDAY	EAST & WEST:	Palisades Dr	CONTROL:	SIGNAL

CLASS 4:	NOTES:
4 OR MORE AXLE TRUCKS	

▲ N ◄ W E ► S ▼

		NORTHBOUND Coast Hwy			SOUTHBOUND Coast Hwy			EASTBOUND Beach Rd			WESTBOUND Palisades Dr				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:15 AM	1	1	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0
	7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	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	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	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	0	2	0	0	0	0	0
	VOLUMES	1	6	0	0	3	0	1	0	0	0	0	0	11	0	0	0	0	0
	APPROACH %	14%	86%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%						
	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	0	3	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	100%	0%	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					
PM	4:00 PM	0	0	0	0	0	0	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	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	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	0	0	0	0	0
	5:00 PM	0	0	0	0	0	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	0	0	0	0	0
	5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	100%	0%	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	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					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Coast Hwy	LOCATION #:	1
THURSDAY	EAST & WEST:	Palisades Dr	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

▲ N ◄ W E ► S ▼

		NORTHBOUND Coast Hwy			SOUTHBOUND Coast Hwy			EASTBOUND Beach Rd			WESTBOUND Palisades Dr				U-TURNS				
	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	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	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%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	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	0	0	0	0	0	0	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	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	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	0	0	0	0	0
	5:00 PM	0	0	0	0	0	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	0	0	0	0	0
	5:30 PM	0	0	0	0	0	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	0	0	0	0	0
	VOLUMES	0	0	0	0	0	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%						
	APP/DEPART	0	/	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	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					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4797
7/18/24	NORTH & SOUTH:	Coast Hwy	LOCATION #:	1
THURSDAY	EAST & WEST:	Palisades Dr	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

▲ N ◄ W E ► S ▼

		NORTHBOUND (Coast Hwy)			SOUTHBOUND (Coast Hwy)			EASTBOUND (Beach Rd)			WESTBOUND (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	0	1	0	0	1	0	0	0	0	0	0	0	2
	7:15 AM	0	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	0	1
	7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	8:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
	8:15 AM	0	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	0	2
	8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	VOLUMES	0	4	0	0	5	0	0	0	0	0	0	0	9
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	4	/	4	5	/	5	0	/	0	0	/	0	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	2	0	0	3	0	0	0	0	0	0	0	5
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.250			0.375			0.000			0.000		0.625
	APP/DEPART	2	/	2	3	/	3	0	/	0	0	/	0	0
PM	4:00 PM	0	1	0	0	1	1	0	0	0	0	0	0	3
	4:15 PM	0	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	0	1	6
	4:45 PM	0	0	0	0	0	1	0	1	0	0	0	1	3
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	3
	5:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	2
	5:30 PM	0	1	1	0	1	1	0	1	0	0	0	0	5
	5:45 PM	0	0	0	0	0	1	0	1	0	0	0	1	3
	VOLUMES	0	4	1	0	5	6	0	6	0	0	0	5	27
	APPROACH %	0%	80%	20%	0%	45%	55%	0%	100%	0%	0%	0%	100%	
	APP/DEPART	5	/	9	11	/	5	6	/	7	5	/	6	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	2	0	0	3	2	0	3	0	0	0	4	14
	APPROACH %	0%	100%	0%	0%	60%	40%	0%	100%	0%	0%	0%	100%	
	PEAK HR FACTOR		0.500			0.417			0.750			1.000		0.583
	APP/DEPART	2	/	6	5	/	3	3	/	3	4	/	2	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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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	0.03	0.03	0.03	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(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	20.9	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+I1), 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	3.0	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	3.0	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(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	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+I1), 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			33	
Approach Delay, s/veh		15.6			12.0			19.1			18.3	
Approach LOS		B			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			43	
Approach Delay, s/veh		27.4			23.4			40.4			39.8	
Approach LOS		C			C			D			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	413	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	413	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(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	26.2	9.0	7.5	22.7	7.1	7.1	18.3	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
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)	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(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	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+I1), 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(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	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			38	
Approach Delay, s/veh		21.7			18.3			25.6			27.5	
Approach LOS		C			B			C			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+I1), 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			534	
Approach Delay, s/veh		18.6			19.8			18.2			15.5	
Approach LOS		B			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(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	29.6	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+I1), 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(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	19.7	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+I1), 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(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	22.8	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+I1), 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(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	12.2	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(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	47.2	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+I1), 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(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	27.0	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+I1), 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	113	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	113	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	3406	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(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	35.7	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+I1), 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(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	27.9	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+I1), 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			406	
Approach Delay, s/veh		12.7			13.6			9.8			9.5	
Approach LOS		B			B			A			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(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	26.2	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+I1), 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(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	21.1	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+I1), 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(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	19.8	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	3963	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(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	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+I1), 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(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	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			61	
Approach Delay, s/veh		24.3			23.1			21.8			29.9	
Approach LOS		C			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+I1), 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(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	15.4	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+I1), 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(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	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.

SUPPORTING DOCUMENT J: Planning Commission Agenda Report, June 23, 2025

LINK TO DOCUMENT ON CITY WEBSITE

https://danapointca.prelive.opencities.com/files/assets/city/v/1/community-development/documents/planning-commission/2025/06-23-2025/item-3-gpa22-0001-general-plan-amendment.pdf

SUPPORTING DOCUMENT K: Planning Commission Agenda Report, September 8, 2025

LINK TO DOCUMENT ON CITY WEBSITE

https://www.danapoint.org/files/assets/city/v/1/community-development/documents/planning-commission/2025/09-08-2025/item-4-gpa22-0002-general-plan-update.pdf