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4.12 Traffic and Transportation

The City of San Juan Capistrano (City) has adopted the vehicle miles traveled (VMT) metric and significance criteria for transportation impact analyses for CEQA compliance and requires level of service (LOS) analysis for General Plan consistency requirements. This environmental analysis has been prepared consistent with the City of San Juan Capistrano Vehicle Miles Traveled (VMT) Guidelines and Thresholds (May 2020) and the Orange County Transportation Implementation Update (September 2021), which provides guidance on the requirements to evaluate transportation impacts for projects. The City's guidelines also include the Traffic Circulation Analysis Report requirements per Amended Administrative Policy 310 (Revised May 22, 2020) which were used for preparing the LOS analysis.

The Project would primarily generate temporary construction trips in the short term and only nominal operational trips, so the proposed Project would not generate permanent or long-term trips or VMT. Therefore, a focused analysis of the roadway segment of Camino Capistrano, the Camino Capistrano/Rancho Capistrano intersection and the Camino Capistrano/Avery Parkway intersection during the project's construction phase, along with an analysis of VMT per current CEQA requirements has been included in the following transportation analysis of the Project. This section has been revised to include Oso Creek stabilization and rehabilitation as part of the project's construction phase. Appendix 4.12A through D provides the technical data used in the analysis including daily and peak hour traffic counts, VMT estimation,~~and~~ peak hour intersection analysis worksheets and applicant prepared Traffic Control Plan.

4.12.1 Affected Environment

Figure 4.12.1 Major Transportation Facilities within Five-mile Radius of the Project and Figure 4.12.2 Major Transportation Facilities within one-mile Radius of the Project illustrate the transportation facilities in the vicinity of the Project.

4.12.1.1 Existing Regional and Local Transportation Facilities

Interstate 5 (I-5) is the major north-south route that is used for passenger and goods movement in the region. It traverses diagonally about forty-four miles through Orange County from San Diego County in the south to Los Angeles County in the north. It serves as the backbone of southern California transportation network, connecting the major urban centers of Los Angeles, Orange, and San Diego Counties. Other significant roadways in the City of San Juan Capistrano include Pacific Coast Highway (PCH or State Route 1), State Route 73 (SR-73), and SR-74 (also known as Ortega Highway). The I-5 freeway bisects the City in a north-south direction and is located approximately 500 feet east of the project site; PCH extends in a north-south direction in the City and is approximately 10 miles west of the Project; SR-73 is an east-west freeway which starts from I-5 near the Project site; and Ortega Highway extends in an east-west direction approximately 4.0 miles south of the project site.

Characteristics of the existing street system in the study are described below.

Interstate 5. I-5 is the largest highway in the area and provides regional access to the Project site from the north and south via the interchanges of Avery Parkway to the north and Junipero Serra Road to the south. Between SR-73 and SR-74, the freeway is constructed with 10 lanes and 2 HOV lanes. The average daily traffic (ADT) along this segment per Caltrans 2021 traffic census is approximately 210,000 vehicles.

Camino Capistrano. Camino Capistrano is classified as a Secondary Arterial in the General Plan Circulation Element. In the vicinity of the project, it is a two-lane divided roadway that transitions into a two-lane roadway with a painted median, north of its intersection with Rancho Capistrano-Project Access roadway. The posted speed limit is 35 miles per hour (mph) near the proposed project.

Camino Capistrano/Rancho Capistrano-Project Access Intersection. The intersection is unsignalized with free southbound right and eastbound right movements. There is a curb-height raised median in the northbound direction that facilitates access in the northbound left direction via a dedicated turn lane. The eastbound left movement is not allowed and there is newly constructed delineation at this intersection that allows only eastbound right traffic operation. There is also a railroad crossing with barrier gate arms (gate) and approaches with KEEP CLEAR road markings on both sides of the tracks to warn traffic from blocking the railroad tracks or stopping too close to the railroad gate.

Access to the Project site will be provided via an existing access road off Camino Capistrano approximately 0.6 miles northeast of the Project site. A new access road will be improved from the access road off Camino Capistrano to the Project site as shown on the design drawings. Road improvements will consist of converting dirt roads into gravel roads and widening the roads to meet OCFA and SDG&E standards.

4.12.1.1.1 Pedestrian and Bicycle

There are no paved sidewalks along the roadway near the site.

Camino Capistrano has striped Class II bike lanes from north of the intersection with Rancho Capistrano-Project Access to Junipero Serra Road along west side of the road.

4.12.1.1.2 Public Transportation

Orange County Transportation Authority (OCTA) provides bus transit and MetroLink train service in the County and surrounding cities and destinations. Route 91 Laguna Hills to San Clemente operates in the vicinity of project site, however there are no bus stops or bus service along Camino Capistrano near the project site. The Laguna Niguel/Mission Viejo Metrolink Station is located approximately one mile north of the project access intersection.

4.12.1.1.3 Rail Traffic

The closest railway is operated by MetroLink and crosses the project intersection with an at-grade crossing. The nearest rail station is the San Juan Capistrano station located approximately 1.5 miles north of the project site. There are two rail routes that provide service to the area: the Inland Empire – Orange County (IEOC) route and the Orange County route. The IEOC route operates on weekdays from 7:30 a.m. to 11:00 a.m. with 60-minute headways, and from 3:30 p.m. to 8:00 p.m. with 60-minute headways. On weekends, the IEOC route operates from 2:30 p.m. to 7:00 p.m. with 2-hour headways. The Orange County route operates on weekdays from 4:00 a.m. to 10:00 a.m. with 50-minute headways, and from 3:30 p.m. to 6:30 p.m. with 60-minute headways. On weekends, the IEOC route operates from 8:00 a.m. to 7:30 p.m. with 3-hour headways.

4.12.1.1.4 Air Traffic

The nearest airport facility is the John Wayne Airport located approximately 20 miles northwest of the project site. The John Wayne Airport is an international commercial and general aviation airport that serves Orange County, California, and the Greater Los Angeles area.

4.12.1.2 Existing Traffic Conditions and Level of Service

4.12.1.2.1 Existing Intersection Conditions

The City of San Juan Capistrano uses the Intersection Capacity Utilization (ICU) as well as the Highway Capacity Manual (HCM) intersection analysis methodology to analyze the operation intersections. The HCM analysis methodology describes the operation of an intersection using a range of LOS, from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding control delay experienced per vehicle for intersections.

At the study area intersections, LOS was calculated using the ICU and HCM methodology for signalized intersection and HCM methodology for unsignalized intersection. The Vistro Version 2024 LOS software was used to determine intersection LOS for all study scenarios. Vistro is consistent with the 7th Edition methodology (TRB 2022). Table 4.12-1 shows the LOS values and signalized and unsignalized intersections under the HCM methodology and signalized intersections under the ICU methodology.

Table 4.12-1. Levels of Service for Intersections Using HCM Methodology

Level of Service	HCM Average Delay (seconds per vehicle) Unsignalized Intersections	HCM Average Delay (seconds per vehicle) Signalized Intersections	ICU (Volume to Capacity Ratio) Signalized Intersections
A	< 10.0	< 10.0	< 0.60
B	> 10.0 to < 15.0	> 10.0 to < 20.0	> 0.60 to < 0.70
C	> 15.0 to < 25.0	> 20.0 to < 35.0	> 0.07 to < 0.80
D	> 25.0 to < 35.0	> 35.0 to < 55.0	>0.80 to < 0.90
E	> 35.0 to < 50.0	> 55.0 to < 80.0	> 0.90 to < 1.00
F	> 50.0	> 80.0	> 1.00

Source: TRB 2022 and City of San Juan Capistrano, Amended Administrative Policy 310 (Revised May 22, 2020)HCM = Highway Capacity Manual; ICU = Intersection Capacity Utilization

Existing weekday peak hour turning movement counts at the study intersection were collected in March 2023 and May 2024, on a typical non-holiday week while area schools were in-session.

This analysis focuses on the weekday daily, AM (7:00 a.m. to 9:00 a.m.) and the PM (4:00 p.m. to 6:00 p.m.) peak periods. The peak periods represent the highest volume of traffic for the adjacent street system. Raw traffic count worksheets are provided in Appendix 4.12A. The gate at the railroad crossing was observed to be closed for approximately one minute during the AM and PM peak hours during the passing of the train. During the AM peak hour, the gate was closed twice and during the PM peak hour the gate was closed only once. Nominal pedestrian presence and few bicyclists were observed during AM or PM peak hours at the Camino Capistrano/Rancho Capistrano-Project Access intersection. Existing intersection geometrics and the weekday AM and PM peak hour volumes at the Camino Capistrano/Rancho Capistrano-Project Access intersection and the Camino Capistrano/Avery Parkway intersection are shown on Figure 4.12-3.

An intersection LOS analysis was prepared for the existing conditions using HCM 6th Edition methodology and ICU methodology via the Vistro Version 2024 LOS software. Table 4.12-2 shows the results of the existing conditions analysis. LOS worksheets are provided in Appendix 4.12B.

Table 4.12-2. Existing Peak Hour Intersection Level of Service

No.	Intersection	Control	Methodology	Existing			
				AM Peak		PM Peak	
				Delay[1]	LOS[2]	Delay[1]	LOS[2]
1	Camino Capistrano/Rancho Capistrano-Project Access	Unsignalized	HCM	8.6	A	9.3	A
2	Camino Capistrano/ Avery Parkway	Signalized	HCM	29.7	C	40.2	D
			ICU	0.603	B	0.562	A

Notes
1 Delay in seconds per vehicle
2 Level of Service (LOS)

The City of San Juan Capistrano considers LOS D as the upper limit of satisfactory operations for intersections. As shown in the table, both of the study area intersections are currently operating at LOS D or better under existing conditions during both AM and PM peak hours.

4.12.1.2.2 Existing Roadway Conditions

Roadway segment volume to capacity (v/c) ratios were determined using the daily capacities contained in the 2018 Orange County Transportation Authority's (OCTA) Guidance for Administration of the Orange County Master Plan of Arterial Highways (MPAH). Table 4.12-3 illustrates daily capacities for roadways per facility type and number of lanes. Based on the configuration of Camino Capistrano, near the project site, the capacity of 2 lane undivided Local Arterial was used in the roadway segment LOS analysis provided in this section.

Table 4.12-3. Capacity for Roadway Segments

Facility Type	Number of Lanes	Capacity
Major	8	75,000
Major	6	56,300
Primary	4 (Divided)	37,500
Secondary	4 (Undivided)	25,000
Limited Secondary	2 (Divided)	20,000
Local Arterial	**2 (Undivided)**	**12,500**

Source: TRB 2016.

Existing roadway segment average daily traffic (ADT) volumes (and an average of 3 days) collected in March 2023 are provided in Table 4.12-4. The ADT along Camino Capistrano, near the project site was observed to be **4,732 vehicles**.

Table 4.12-4. Existing Daily Traffic Volumes- Camino Capistrano

Day of the Week	Average Daily Traffic (ADT)	Heavy Vehicle (%)
Tuesday, March 07, 2023	4,916	1.1%
Wednesday, March 08, 2023	4,708	1.4%
Thursday, March 09, 2023	4,573	1.4%
Average (Tuesday-Thursday)	**4,732**	**1.3%**

Source: Traffic Counts, 2023.

Table 4.12-5 provides the volumes, v/c ratio and LOS of the Camino Capistrano roadway segment. As Table 4.12-5 indicates, the study area roadway segment of Camino Capistrano currently operates at satisfactory LOS A.

Table 4.12-5. Existing Roadway Segment Level of Service Analysis

No.	Intersection	Lane Classification	Capacity	Existing		
				Volume	V/C	LOS[2]
1	Camino Capistrano, near Project Access	2 (Undivided)	12,500	4,732	0.378	A

Notes
[1] V/C = Volumes to capacity ratio
[2] LOS = Level of Service

4.12.1.2.3 Truck Routes

The Surface Transportation Assistance Act (STAA) allows large trucks to operate on the Interstate and certain primary routes called collectively the National Network. I-5 is part of the National Network of STAA. The construction of the project will include truck traffic for all phases of construction and some of the operations and maintenance requirements. Large and heavy components such as GSU transformers and BESS will be transported to the site by large trucks. The trucks would primarily use I-5 and its interchanges at Avery Parkway to the north and Junipero Serra Road to the south of the Project.

California Vehicle Code Sections 35550–35796 regulate the use of trucks on state facilities (see Section 4.12.5). Transportation permits will be obtained for all heavy and oversize loads associated with the Project, as required by law.

Figure 4.12-4 Truck Routes within one-mile radius of the Project illustrates the truck routes near the site.

4.12.1.3 Other Projects

The cumulative projects list included in Section 4 were reviewed to determine if any approved or pending projects in the vicinity would have the potential to add traffic to the study area intersection. As shown in Table 4.12-6, project No. 9,12,25 and 29 were examined. However, as shown in the table below, none of the projects were determined to add traffic to the study area or effect the operations of the study area intersection because they are located at least 0.6 mile or further from the Project and would not likely add traffic to the study area intersection.

Table 4.12-6. Cumulative Projects near Project Site

No.	Name	Location	Description	Distance from Project	Potential for Impact?
19	Paseo De Colinas Townhomes	29001 Paseo De Colinas	38-unit townhome development at a Capistrano Unified School District surplus land site	2.5 miles	No; trips to this site would not typically be routed through the study intersection thus the proposed project would not cause any significant impact to the operations of this project.

12	Oso Ranch Planned Community Residential Zone	Western terminus of Oso Road	A proposed General Plan Amendment to increase the allowable number of residential units within the Oso Ranch Planned Community from 470 units to 700 units.	2.5 miles	No; trips to this site would not typically be routed through the study intersection thus the proposed project would not cause any significant impact to the operations of this project.
25	Seasurf Fish Co.	32341 Golden Lantern, St. H	Site Development Permit and Use Permit to establish and operate a new restaurant (Seasurf Fish Co.) with an outdoor dining area.	6.5 miles	No; trips to this site would not be routed through the study intersection thus the proposed project would not cause any significant impact to the operations of this project.
29	Popeyes Louisiana Kitchen	28722 Camino Capistrano	Site Development Permit to remodel a vacant drive-thru restaurant (formerly Carl's Jr.) and replace it with a Popeyes Louisiana Kitchen.	0.6 miles	No; the site was previously occupied by a similar use project; thus additional trips would not be added to the network nor cause delays through the study intersection

4.12.2 Environmental Analysis

The analysis methodology and thresholds (consistent with CEQA thresholds) used in the project's analysis are described below.

A. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?
B. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
C. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
D. Result in inadequate emergency access?

4.12.2.1 LOS Assessment

LOS is a metric used to describe the operating characteristics of the street system in terms of the level of congestion or delay experienced by vehicles with service levels range from LOS A through LOS F.

City of San Juan Capistrano LOS Criteria

The City's Amended Administrative Policy establishes the following criteria for traffic or LOS analysis of intersections and roadway segments.

Intersection impacts are considered measurable when:

- Pre-project LOS equals A, B, C, or D, and the addition of the project reduces the LOS to E or worse and increases the ICU output by 0.01 or more or increases HCM output by 2.0 seconds/vehicle or more. This is considered a direct measurable impact[1] and the proposed project would be responsible for mitigating back to an acceptable level of service.
- Pre-Project LOS equals E or F, and the addition of the project increases the ICU output by 0.01 or increases the HCM delay output by 2.0 seconds/vehicle or more. This is also considered a direct impact and the proposed project would be responsible for mitigating back to pre-project conditions, or paying mitigation fees if determined financially infeasible or otherwise justified, as determined by the City Manager.

Roadway segment impacts are considered measurable when:

- Pre-project LOS equals A, B, C, or D, and the addition of the project reduces the LOS to E or worse and increases the V/C output by 0.01 or more. This is considered a direct measurable impact and the proposed project would be responsible for mitigating back to an acceptable level of service.
- Pre-Project LOS equals E or F, and the addition of the project increases the V/C output by 0.01 or more. This is also considered a direct impact and the proposed project would be responsible for mitigating back to pre-project conditions, or paying mitigation fees if determined financially infeasible or otherwise justified, as determined by the City Manager.

4.12.2.2 VMT Assessment

On September 27, 2013, SB 743 was signed into law, which created a process to change the way that transportation impacts are analyzed under CEQA. SB 743 required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Under the new transportation guidelines, LOS, or vehicle delay, is no longer considered an environmental impact under CEQA. OPR recommended VMT as the most appropriate measure of project transportation impacts for land use projects and land use plans. The updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018. Under the new guidelines, VMT has been adopted as the most appropriate measure of transportation impacts under CEQA. The OPR's regulatory text indicates that a public agency may immediately commence implementation of the new transportation impact guidelines, and that the guidelines must be implemented statewide by July 1, 2020.

CEQA Guidelines Section 15064.3(b) is further divided into four subdivisions: (1) land use projects, (2) transportation projects, (3) qualitative analysis, and (4) methodology. The Updated CEQA Guidelines state that "generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts," and define VMT as "the amount and distance of automobile travel attributable to a project." "Automobile" refers to on-road passenger vehicles, specifically cars and light trucks. The Governor's Office of Planning and Research (OPR) has clarified in its Technical Advisory (OPR 2018) that heavy-duty truck VMT is not required to be included in the estimation of a project's VMT. Other relevant considerations may include the effects of a project on transit and non-motorized travel. The CEQA Guidelines are accompanied by an OPR Technical Advisory, which includes specifications for how to estimate and forecast VMT for these subdivisions. The City has adopted its own SB 743 guidelines which provide applicable screening criteria, threshold and VMT analysis methodology for land use and transportation projects. If the project does not meet the applicable screening criteria, then further analysis is required.

[1] It should be noted that under updated CEQA guidelines, LOS, or vehicle delay, is no longer considered an environmental impact. The change in LOS and delay is used to measure traffic effect and to recommend improvements measures at intersections.

VMT Impact Criteria

The updated CEQA Guidelines do not establish a VMT significance threshold, however the City's guidelines recommend a threshold of significance for land use development (residential, office, and other land uses) and transportation projects. The following summarize the City's recommended significance thresholds by land use for determining whether or not a project will have a VMT impact:

- For residential land uses, a project will have a significant impact if the project VMT exceeds the City average VMT/capita minus 15%
- For office and industrial land uses, project will have a significant impact if the project VMT exceeds the City average VMT/employee minus 15%
- For retail, private school/university and hotel/motel/inn land uses, a project will have a significant impact if the project generates a net increase in total City VMT
- For General Plans/Specific Plans, a project will have a significant impact if the project exceeds the City average VMT/service population minus 15%.
- For transportation projects, a project will have a significant if the projects generates a net increase in total City VMT.
- For all land uses, a project will have a cumulative (buildout) significant impact if the project generates a net increase in total City VMT.

The County of Orange adopted the following VMT impact thresholds in its Transportation Implementation Update (September 2021):

- A residential project exceeding a level of 15 percent below existing regional average VMT per capita may indicate a significant transportation impact.
- An office project exceeding a level of 15 percent below existing regional average VMT per employee may indicate a significant transportation impact.
- VMT generated by retail projects would indicate a significant impact for any net increase in total VMT.

For other (non-office) non-residential uses the County adopted a threshold using VMT per employee.

- A proposed non-office, non-residential project exceeding existing regional average VMT per employee for land uses consistent with the General Plan may indicate a significant transportation impact.
- For non-office, non-residential projects that are not consistent with the General Plan, exceeding a level of 15 percent below existing regional average VMT per employee may indicate a significant transportation impact.

Based on review of the City and County criteria for impact of non-residential projects that use an employee metric, the threshold of 15 percent below existing regional average VMT per employee was used to determine if the project would result in a significant transportation impact. The existing regional VMT per employee for Orange County is 24.1, therefore, the significance threshold is:

- 15 percent below existing regional average VMT per employee (24.1 X 0.85 = 20.5 miles)

VMT Screening and Assessment

Most land use and transportation projects have two phases: construction and operation. It should be noted that there is no significance threshold for the construction phase of projects. The guidance from the OPR and the City does not require a VMT analysis for construction projects or the construction phase of a project because the VMT generated by the construction of a project would be short-term and temporary. Per OPR's 2018 Technical Advisory Guidance a quantitative VMT analysis for truck traffic (i.e., heavy-duty trucks) is not required per SB 743. However, to account for workers that are anticipated to travel to the Project site from distant locations, the VMT for the project's construction phase has been evaluated quantitatively to estimate worker VMT for the construction phase of the Project. The worker VMT (estimated over the 25-year project life) has been compared with the County's existing regional VMT per employee to determine if the project's construction phase could result in a potentially significant VMT impact..

The analysis for the project's operational phase has been conducted using the City's VMT guidelines. The following VMT screening and analysis methodology applies to the operational phase of the Project. The City's significance thresholds/screening criteria for land use projects or industrial projects should be used to determine whether long-term operation of the Project may be screened out and need not include a detailed VMT analysis. The following VMT screening criteria are used by the City for land use projects:

- Projects that generate 200 daily trips or less weekday daily trips;
- Projects that are located within one-half mile or either an existing major transit stop or a stop along an existing high-quality transit corridor;
- Projects that are local serving retail use of 50,000 square feet or less;
- Projects that are local serving public facilities such as transit centers, public schools, libraries, post offices, park-and-ride-lots, etc.
- 100% affordable housing units.

If a project meets any one of the above-mentioned criteria, it can be screened out of VMT analysis and presumed to result in less than significant transportation impacts. The VMT generated by the operation of the proposed project would be less than 200 average daily trips (ADT) and hence would be screened out per City's SB 743 Guidelines.

4.12.2.3 LOS Impacts

The following discussion is broken into trip generation from construction, and trip generation from long-term operation of the project. Construction-related trip generation for the proposed project is primarily based on the number of construction employees as well as the quantity of material and equipment delivery-related truck estimate provided by the applicant and used in the proposed project's Air Quality analysis.

4.12.2.3.1 Construction Traffic Generation

Trip generation estimates for construction projects are based on average or peak number of workers and trucks that would be required for the proposed construction activities. Construction traffic includes the number of workers and the amount of truck traffic that would be generated to and from the site daily and during the AM and PM peak commuting hours. The maximum number of construction-related trips is expected to occur over a series of

construction phases that would overlap or occur concurrently. Therefore, the overall peak construction period was utilized to calculate the estimated trip generation for the Project.

Construction of the project is anticipated to commence in the beginning of ~~January 2025~~September 2026 and last approximately ~~18~~ 17 months, concluding in ~~July 2026~~January 2028. There are eleven construction phases that each have representative start and end dates, with many overlapping days of construction. Construction activities, schedule, and an estimate of related worker and truck trips for the construction and decommissioning phases of the proposed project are shown in Table 4.12-7.

Table 4.12-7. Phasing and Schedule – Construction and Decommissioning

No.	Phase	Start	End	Daily Trips			Total Trips	Total Trips (PCE)
				Workers	Vendor Trucks	Haul Trucks		
Construction								
1	Access Road Site Preparation, Grading, and Paving	9/1/2026	9/30/2026	40	4	20	64	108
2	BESS/Substation Site Preparation	9/15/2026	9/30/2026	40	4	20	64	108
3	Switchyard Site Preparation	9/15/2026	9/30/2026	40	4	2	46	54
4	BESS/Substation Site Grading/SW Detention Structures	2/16/2027	4/26/2027	40	4	190	234	618
5	Switchyard Grading	2/16/2027	3/29/2027	40	4	0	44	48
6	Oso Creek Stabilization	9/1/2026	5/31/2027	20	4	0	24	28
7	Battery/Container and Substation Installation	4/19/2027	12/17/2027	40	20	8	68	104
8	Switchyard Installation	3/30/2027	10/25/2027	40	20	0	60	80
9	Loop-in Transmission Line Foundation and Tower Erection	8/31/2027	9/27/2027	10	4	0	14	18
10	Loop-in Transmission Stringing and Pulling	9/28/2027	10/25/2027	8	4	0	12	16
11	Landscape Installation	9/28/2027	10/25/2027	40	4	8	52	72
12	Commissioning	10/26/2027	1/17/2028	160	0	0	160	160

Table 4.12-7. Phasing and Schedule – Construction and Decommissioning

No.	Phase	Start	End	Daily Trips			Total Trips	Total Trips (PCE)
				Workers	Vendor Trucks	Haul Trucks		
Peak Phases for Construction (assuming overlap of Phases 4, 6, 7 and 8) [1]				140	48	198	386	830
Decommissioning								
1	Decommissioning and Demolition	1/1/2050	8/9/2050	40	4	0	44	48

Notes: Dates shown are illustrative only. PCE = Passenger car equivalent

[1] Indicates the peak scenario during which construction of the Compass BESS Project is occurring simultaneously.

~~No.~~	~~Phase~~	~~Start~~	~~End~~	~~Daily Trips~~			~~Total Trips~~	~~Total Trips (PCE)~~
				~~Workers~~	~~Vendor Trucks~~	~~Haul Trucks~~		
~~Construction~~								
~~1~~	~~Access Road Site Preparation, Grading, and Paving[1]~~	~~1/13/2025~~	~~2/3/2025~~	~~40~~	~~4~~	~~20~~	~~64~~	~~108~~
~~2~~	~~Site Preparation[1]~~	~~1/29/2025~~	~~2/11/2025~~	~~40~~	~~4~~	~~20~~	~~64~~	~~108~~
~~3~~	~~Switchyard Site Preparation[1]~~	~~1/29/2025~~	~~2/11/2025~~	~~40~~	~~4~~	~~2~~	~~46~~	~~54~~
~~4~~	~~Site Grading[1]~~	~~1/29/2025~~	~~3/11/2025~~	~~40~~	~~4~~	~~229~~	~~273~~	~~735~~
~~5~~	~~Switchyard Grading[1]~~	~~1/29/2025~~	~~2/11/2025~~	~~40~~	~~4~~	~~0~~	~~44~~	~~48~~
~~6~~	~~Battery/Container Installation~~	~~3/13/2025~~	~~3/18/2026~~	~~40~~	~~20~~	~~8~~	~~68~~	~~104~~
~~7~~	~~Switchyard Installation[1]~~	~~1/29/2025~~	~~12/3/2025~~	~~40~~	~~20~~	~~0~~	~~60~~	~~80~~
~~8~~	~~Loop-in Transmission Line Foundation and Tower Erection~~	~~12/29/2025~~	~~2/9/2026~~	~~10~~	~~4~~	~~0~~	~~14~~	~~18~~
~~9~~	~~Loop-in Transmission Stringing and Pulling~~	~~2/10/2025~~	~~3/7/2025~~	~~8~~	~~4~~	~~0~~	~~12~~	~~16~~
~~10~~	~~Stormwater Detention Structures and Waterline Installation and Landscaping Installation~~	~~3/13/2025~~	~~7/16/2025~~	~~40~~	~~4~~	~~8~~	~~52~~	~~72~~
~~11~~	~~Commissioning~~	~~3/20/2025~~	~~7/23/2025~~	~~160~~	~~0~~	~~0~~	~~160~~	~~160~~
~~Peak Phases for Construction (assuming overlap of Phases 1,2,3,4,5, and 7)[1]~~				~~240~~	~~40~~	~~271~~	~~551~~	~~1,133~~
~~Decommissioning~~								
~~1~~	~~Decommissioning and Demolition~~	~~5/31/2050~~	~~12/31/2050~~	~~40~~	~~4~~	~~0~~	~~44~~	~~48~~

~~Notes: Dates shown are illustrative only. PCE = Passenger car equivalent~~

~~[1] Indicates the peak scenario during which construction of the Compass BESS Project is occurring simultaneously.~~

Based on the analysis of the construction schedule and phases, construction of Phases ~~1, 2, 3, 4, 5 and 7~~ 4, 6, 7, and 8 would generate peak construction worker and truck traffic, thereby representing the peak construction period. However, this phase is anticipated to occur only for ~~8~~ 7 workdays between ~~January 2025~~ April 19, 2027 and ~~February 9~~, ~~2025~~April 25, 2027.

Construction traffic includes both cars and trucks or heavy vehicles. To accurately account for the impact trucks may have within traffic volumes as compared to passenger vehicles, passenger car equivalent (PCE) factors were applied to the trip generation estimates to account for truck traffic associated with construction activity. A 1.0 PCE factor was applied to passenger vehicles, 2.0 PCE for vendor trucks, and 3.0 for haul trucks. An 8-hour workday for all construction activities was assumed, with all construction workers arriving to the site in the AM peak hour (7:00 – 9:00 AM), and all construction workers departing the site in the PM peak hour (4:00 – 6:00 PM). Haul trucks were estimated to arrive and depart the site evenly throughout the workday.

The trip generation estimates during the peak construction period for Phases ~~1, 2, 3, 4, 5 and 7~~ 4, 6, 7, and 8 are summarized in Table 4.12-8 below.

Table 4.12-8. Peak Construction Trip Generation Estimates

Vehicle Type	Daily Quantity		Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Non-PCE Adjusted Trip Generation									
Construction Workers	70	workers	140	70	0	70	0	70	70
Vendor Trucks	24	trucks	48	3	3	6	3	3	6
Haul Trucks	99	trucks	198	13	12	25	12	13	25
Total Trip Generation (Non-PCE)			**386**	**86**	**15**	**101**	**15**	**86**	**101**
PCE Adjusted Trip Generation									
Construction Workers	70	workers	140	70	0	70	0	70	70
Vendor Trucks	24	trucks	96	6	6	12	6	6	12
Haul Trucks	99	trucks	594	39	36	75	36	39	75
Total Trip Generation (PCE)			**830**	**115**	**42**	**157**	**42**	**115**	**157**

	Daily Quantity		Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Non-PCE Adjusted Trip Generation									
Construction Workers	120	workers	240	120	0	120	0	120	120
Vendor Trucks	20	trucks	40	3	2	5	2	3	5
Haul Trucks	136	trucks	271	17	17	34	17	15	34
Total Trip Generation (Non-PCE)			**551**	**140**	**19**	**159**	**19**	**140**	**159**
PCE Adjusted Trip Generation									
Construction Workers	120	workers	240	120	0	120	0	120	120
Vendor Trucks	20	trucks	80	6	4	10	4	6	10
Haul Trucks	136	trucks	813	51	51	102	51	51	102
Total Trip Generation (PCE)			**1,133**	**177**	**55**	**232**	**55**	**177**	**232**

As shown in Table 4.12-8, the peak day of construction for the Project would generate approximately ~~551~~ 386 daily trips, ~~159~~ 101 AM peak hour trips (~~140~~ 86 inbound and ~~19~~ 15 outbound), and ~~159~~ 101 PM peak hour trips (~~19~~ 15 inbound and ~~140~~ 86 outbound) during construction of Phases ~~1 5 and~~4,6,~~-~~7 and 8. After trip generation estimates were adjusted utilizing PCE factors, the peak day of construction for the Project would generate approximately ~~1,133~~830 daily PCE trips, ~~232~~ 157 AM PCE peak hour trips (~~177~~ 115 inbound and ~~55~~ 42 outbound), and ~~232~~ 157 PM PCE peak hour trips (~~55~~ 42 inbound and ~~177~~ 115 outbound).

For all other subphases of construction, the amount of vehicular traffic is estimated to be less than the peak day. All construction-related traffic would be temporary and short term and would cease upon completion of the Project.

4.12.2.3.2 Construction Traffic Distribution

Construction workers and construction material would primarily be arriving at the project site from the north. Based on the location of labor unions in Orange County and Riverside, 90 percent of the construction workers would travel to the site from the north, traveling approximately 25 to 40 miles. Some workers (approximately 10%) are anticipated to travel from the south to the project site. Based on location of the labor union identified by the applicant in the San Diego region, the construction workers would travel approximately 60 miles to the Project from the south. The construction materials would travel to the site with an anticipated 80% arriving from the north and 20% arriving from the south.

Project traffic will use the project driveway along Rancho Capistrano Way to access project site. Approximately 90% of the workers and 80% of the trucks were estimated to enter the project site from north using the southbound right turn lane and 10% of the workers and 20% of the trucks from south using the northbound left turn lane along Camino Capistrano Way. Based on the existing traffic control and median at the Camino Capistrano/Rancho Capistrano – Project Driveway, the workers and trucks would exit using the eastbound right turn lane along Rancho Capistrano Way.

Project trips were assigned to the study area intersection by applying the above-referenced project trip generation estimates to the trip distribution percentages at the Camino Capistrano/Rancho Capistrano – Project Driveway and the Camino Capistrano/Avery Parkway intersections.

Figure 4.12-5 illustrates the trip distribution and assignment for workers trips. Figure 4.12-6 illustrates the trip distribution and assignment for truck trips. Figure 4.12-7 illustrates the trip distribution and assignment for total project trips.

4.12.2.3.3 Roadway LOS with Construction Traffic

This section details the existing roadway segment operations within the study area, with and without the project-added traffic. Table 4.12-9 shows the results of the roadway segment LOS analysis. The City of San Juan Capistrano considers LOS D as the upper limit of satisfactory operations for roadway segments. As shown below, the study area roadway segment is operating at an acceptable LOS A under Existing conditions, with and without the project-added traffic.

Table 4.12-9. Existing Roadway Segment Level of Service Analysis

No.	Segment	Lane Classification	Capacity	Existing			Existing plus Project		
				Volume	V/C	LOS2	Volume	V/C	LOS2
1	Camino Capistrano, near Project Access	2 (Undivided)	12,500	4,732	0.378	A	~~5,284~~ 5,118	~~0.427~~ 0.409	A

Notes
1 V/C = Volumes to capacity ratio
2 LOS = Level of Service

4.12.2.3.4 Intersection LOS with Construction Traffic

This section details the existing intersection operations within the study area, with and without the project-added traffic. Project trips shown on Figure 4.12.7 were added to Existing peak hour traffic shown on Figure 4.12.3 and Figure 4.12-8 illustrates the Existing plus Project peak hour traffic volumes.

An intersection LOS analysis was prepared using HCM 6th Edition and ICU methodologies via Vistro Version 2024 LOS software. The City of San Juan Capistrano considers LOS D as the upper limit of satisfactory operations for intersections. Table 4.12-10 shows the results of the intersection LOS analysis during the construction phase. As shown below, the Camino Capistrano/Rancho Capistrano-Project Access intersection would continue to operate at an acceptable LOS of B or better under Existing conditions, with project-added traffic conditions. The Camino Capistrano/ Avery Parkway intersection would continue to operate at an acceptable LOS of D or better under Existing conditions and with Existing plus Project construction traffic conditions during the AM peak hour and PM peak hour, using both methodologies required by the City. LOS worksheets LOS worksheets are provided in Appendix 4.~~12A~~12B. Therefore, the addition of construction traffic at the Camino Capistrano/Rancho Capistrano-Project Access and the Camino Capistrano/Avery Parkway intersections would not adversely impact the LOS conditions.

Table 4.12-10. Existing plus Project Peak Hour Intersection Level of Service

No.	Intersection	Control	Methodology	Existing				Existing plus Project			
				AM Peak		PM Peak		AM Peak		PM Peak	
				Delay1	LOS2	Delay1	LOS2	Delay1	LOS2	Delay1	LOS2
1	Camino Capistrano/Rancho Capistrano-Project Access	Unsignalized	HCM	8.6	A	9.3	A	~~15.6~~ 15.4	C	~~10.7~~ 10.2	B
2	Camino Capistrano/ Avery Parkway	Signalized	HCM	29.7	C	40.2	D	~~30.5~~ 30.4	C	40.2	D
			ICU	0.603	B	0.562	A	~~0.687~~ 0.658	B	0.562	A

Notes
1 Delay in seconds per vehicle
2 Level of Service (LOS)

4.12.2.4 Truck Turn Analysis

The construction of the project is expected to generate truck traffic over the 11 phases of construction. A truck turning template has been overlaid on the Camino Capistrano/Rancho Capistrano – Project Driveway intersection to determine whether adequate curb radii are available and whether turning movements into and out of project access intersection along Camino Capistrano are possible. Figure 4.12-9 illustrates the inbound and outbound truck access to the project site from Camino Capistrano. A WB-40, an intermediate semitrailer, with overall width of 8 feet and length of 45.5 feet was used as the design vehicle for truck turn analysis and found to be the largest truck that can maneuver the turning movement at the project driveway along Camino Capistrano.

As shown, inbound trucks would not have adequate turn radii from the southbound right turn lane and therefore would have to use the southbound through lane while entering the project site. However, outbound trucks would be able to exit using the eastbound right turn lane at the Camino Capistrano/Rancho Capistrano – Project Driveway intersection. For inbound trucks that have a longer wheelbase an WB-40 (such as the Tesla Heavyweight Trailer with MP), the delivery would require to be arranged at an appropriate off-site location, and then delivered to the site from a WB-40 or smaller truck. Alternatively, the existing median at the Camino Capistrano/Rancho Capistrano – Project Driveway intersection is proposed to be removed to facilitate the truck turns then reconstructed once construction is completed. Figure 4.12-10 illustrates the inbound and outbound truck access for the Tesla Heavyweight Trailer with MP which will be used for delivery of batteries.

Since the through traffic is low along Camino Capistrano, it is not anticipated that traffic along Camino Capistrano would be excessively delayed. However, during project construction phases with high truck traffic, a traffic control plan will be implemented which is anticipated to include flagmen and potential pedestrian detours.

4.12.2.5 Operational Traffic

The BESS and all associated equipment will be remotely monitored and controlled. Qualified technicians would visit the site approximately 1-2 times per month to conduct routine inspections and maintenance as well as semi-annual and annual services. Periodically, batteries and various components may be replaced or renewed to ensure optimal performance. As such, four trips per week are estimated for long-term operation of the Project.

Based on City's LOS screening criteria, a project that generates 200 or less weekday daily trips or 20 or less weekday trips during the AM or PM peak hour, would not require a Traffic Circulation Analysis Report per Amended Administrative Policy No. 310. As such, no further analysis would be required for the nominal operational traffic generated by the Project.

4.12.2.6 VMT Impacts

4.12.2.6.1 Construction

Construction of the project is not a land use or transportation project, and therefore neither Section 15064.3(b)(1) nor Section 15064.3(b)(2) of the CEQA Guidelines apply. Instead, the proposed project would be categorized under Section 15064.3(b)(3) qualitative analysis. The following paragraph from the Section 15064.3(b)(3) provides guidance regarding qualitative analysis:

> If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled

qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.

Vehicle-trip generation (for workers and trucks) as a result of project construction has been summarized in Tables 4.12-7 and 4.12-8. Route specific information has been estimated for construction workers and materials, such as locations of potential labor unions to estimate worker trip lengths; locations of factories that would supply BESS equipment (batteries, High Voltage breakers, Main Power Transformer and Medium Voltage Transformer MVT; and locations of distribution hubs (for nearest UPS and FEDEX facilities) where equipment would be collected, including the Ports of Los Angeles, Long Beach and/or Mexico. This information was used to estimate truck trip lengths associated with Project construction. The Project workforce is expected to be within a 25-40 mile radius of the Project site. In addition, factories that would supply BESS equipment are located approximately 350 miles from the Project; distribution hubs are located within 20 miles; the Ports of Los Angeles and Long Beach are within 50 miles; and Mexico is located about 90 miles from the Project site. Accordingly, the Project's air quality analysis has been updated to account for appropriate trip lengths for workers and trucks.

Per requirements of SB 743, to estimate the worker VMT for the construction phase of the Project, daily worker trips and trip lengths were multiplied for each phase of the Project to estimate worker VMT for the duration of each phase. The total worker VMT was then normalized over the ~~25~~ 24 year project life, which was estimated as ~~6,500~~6,240 days (assuming 260 working days per year when construction would occur). The daily VMT per worker was estimated by dividing the daily worker VMT by the average number of daily workers (See Table 1 in Appendix 4.~~12A~~ 12C for detailed calculation). As shown in Table 4.12-11, the Project's daily VMT per worker is estimated to be ~~4.6~~5.6. As noted previously, per Transportation Impact Manual of Orange County, the existing regional VMT per employee for Orange County is 24.1. The significance threshold is 85 percent of the existing regional VMT or 15 percent below the existing regional VMT, hence 20.1 VMT per employee. Therefore, the normalized daily VMT per worker of ~~4.6~~5.6 VMT per worker estimated for the Project's construction is significantly below the regional threshold of VMT per employee. Therefore, the construction phase of the Project would result in a less than significant VMT impact.

Table 4.12-11. Worker VMT Estimation

No.	Phase Name	Worker Trips per Day	Miles per Trip	Number of Days per Phase	VMT per Phase (in miles)
1	Access Road Site Preparation, Grading, and Paving	40	40	22	35,200
2	BESS/Substation Site Preparation	40	40	12	19,200
3	Switchyard Site Preparation	40	40	12	19,200
4	BESS/Substation Site Grading/SW Detention Structures	40	40	50	80,000
5	Switchyard Grading	40	40	30	48,000
6	Oso Creek Stabilization	20	40	195	156,000
7	Battery/Container and Substation Installation	40	29	175	203,000
8	Switchyard Installation	40	29	150	174,000
9	Loop-in Transmission Line Foundation and Tower Erection	10	40	20	8,000
10	Loop-in Transmission Stringing and Pulling	8	40	20	6,400
11	Landscape Installation	40	40	20	32,000
12	Comissioning	160	29	60	278,400
13	Decommissioning	40	40	157	251,200
				Total Worker VMT (1)	**1,310,600**
				Project Life (in days) (2)	**6,240**
				Daily Worker VMT (1)/(2)=3	**210**
				Average Daily Number of Workers (4)	**38**
				Average VMT per Worker (3)/(4)=(5)	**5.6**
				Regional VMT per employee for Orange County	**24.1**
				Threshold (15% below Regional baseline)	**20.5**
				Average VMT per Worker above threshold	No
				Potentially Significant VMT Impact	No

Source: Applicant provided information and Project's Air Quality Analysis
Notes:
a Average daily number of workers were estimated by dividing the total number of workers required for the duration of each construction phase (i.e. 19,490 workers over 13 construction phase) by the number of days construction and decommissioning (i.e. 516 days) would occur. See Table 1 in Appendix 4.12C
b Transportation Impact Manual, County of Orange, Updated September 2021.

Therefore, the construction of the proposed project would not conflict or be inconsistent with CEQA Guidelines Sections 15064.3(b)(1), and transportation impacts would be less than significant.

~~No.~~	~~Phase Name~~	~~Worker Trips per Day~~	~~Miles per Trip~~	~~Number of Days per Phase~~	~~VMT per Phase (in miles)~~

1	Access Road Site Preparation, Grading, and Paving	40	40	16	25,600
2	Site Preparation	40	40	10	16,000
3	Switchyard Site Preparation	40	40	10	16,000
4	Site Grading	40	40	30	48,000
5	Switchyard Grading	40	40	10	16,000
6	Battery/Container Installation	40	28.5	10	11,400
7	Switchyard Installation	40	28.5	221	251,940
8	Loop-in Transmission Line Foundation and Tower Erection	10	40	31	12,400
9	Loop-in Transmission Stringing and Pulling	8	40	20	6,400
10	Stormwater Detention Structures and Waterline Installation and Landscaping Installation	40	40	90	144,000
11	Commissioning	160	28.5	90	410,400
12	Decommissioning	40	40	154	246,400
				Total Worker VMT (1)	1,204,540
				Project Life (in days) (2)	6,500
				Daily Worker VMT (1)/(2)=3	185
				Average Daily Number of Workers (4)	40[a]
				Average VMT per Worker (3)/(4)=(5)	4.6
				Regional VMT per employee for Orange County	24.1[b]
				Threshold (15% below Regional baseline)	20.5
				Average VMT per Worker above threshold	No
				Potentially Significant VMT Impact	No

Source: Applicant provided information and Project's Air Quality Analysis

Notes:

a Average daily number of workers were estimated by dividing the total number of workers required for the duration of each construction phase (i.e. 18,455 workers over 11 construction phase) by the number of days construction and decommissioning (i.e. 460 days) would occur. See Table 1 in Appendix 4.12A

b Transportation Impact Manual, County of Orange, Updated September 2021.

4.12.2.6.2 Operation and Maintenance

As shown in the screening analysis below, the long-term operation of the Project would be screened out using one of the criteria noted below and therefore would not require further VMT analysis. The City's VMT Guidelines suggest that land use projects may screen out of VMT impacts using a variety of factors such as low weekday daily trip generation, proximity to an existing major transit stop or a stop along an existing high quality transit corridor, local serving retail of 50,000 square feet or less, local serving public facility or 100% affordable housing. The following criteria has been used in screening the project's VMT assessment, consistent with the City's VMT guidelines for SB 743 compliance:

- Generate 200 or less weekday daily trips
  - Projects that generate 200 or less weekday daily trips are presumed to have little to no impact to the local roadways.

During the operations and maintenance phase, the project will only produce four (4) total weekly trips and nominal peak hour trips. Since the project would generate fewer than both 200 permanent daily trips, the project impacts due to construction and operations would be less than significant. Therefore, a detailed VMT analysis is not required, and the project would not conflict or be inconsistent with CEQA Guidelines Section 150645.3(b).

4.12.2.7 Transport of Hazardous Materials

As noted in Section 4.5, Hazardous Material Handling, transportation of hazardous materials will be required once the project is operating. All Project transportation of hazardous materials will comply with applicable regulations by:

- U.S. Environmental Protection Agency (EPA)
- California Department of Transportation (Caltrans)
- California Department of Toxic Substance Control (DTSC)
- California Highway Patrol (CHP)
- California State Fire Marshal

To manage and prevent potential impacts caused by transporting hazardous materials, contractors will adhere to EPA Caltrans, DTSC, CHP, and California State Fire Marshal regulations. Materials will only be mobilized along approved transportation routes, thereby avoiding sensitive receptors to the extent practicable.

Division 13, Section 31303 of the California Vehicle Code stipulates that the transportation of regulated substances and hazardous materials are required to be carried out via the most direct route, using State or interstate highways whenever possible. In accordance with this policy, subject to Caltrans approval, the recommended route for delivery of regulated or hazardous materials to the Project would primarily be via I-5 and SR 73 or SR 74 could also be used. The interchange of I-5 at Avery Parkway to the north and Junipero Serra Road to the south would be used by the truck traffic destined to the site.

4.12.2.8 Public Safety

The Project is not expected to pose any unusual safety hazard to the public, except for the transportation of hazardous materials, where the transporter will be required to obtain a Hazardous Material Transportation License

in accordance with CVC Section 32105 and follow proper safety procedures. There are no schools, day care centers, or other generators of pedestrian traffic in the immediate vicinity of the project site.

Further, to ensure access for all road users during the Project construction period, the Project applicant will implement a temporary traffic control plan (see Appendix 4.12D). The traffic control plan (TCP) shall include provisions for construction times and for safe movement of all road users including pedestrians and bicyclists, at the Camino Capistrano/Rancho Capistrano-Project Access intersection and along the existing access road. The TCP shall also outline provisions for emergency vehicle movement at all times. In addition to installing appropriate signage, there will be personnel and/or flagmen on site during construction, both near the Temporary Access Route and the Long-Term Access Route to monitor and guide any vehicles and pedestrians for both the Church and the construction site.

4.12.2.9 Air Traffic

The project is more than 20 miles from the nearest airport. The Project is not expected to have any effect on the operations of any air facility.

4.12.2.10 Emergency Vehicle Access

Emergency access to Project will be through the main project access intersection on Camino Capistrano. Construction and operation of Project will not involve any road closures and will have no effect on the operations of emergency vehicles. For any truck deliveries, temporary traffic control and flagmen will be used such that through traffic and emergency access is maintained at all times.

4.12.2.11 Parking

All Project-related parking would be accommodated on the Project site during both construction and operations.

4.12.3 Cumulative Effects

Once the Project is constructed, the operation of the Project would generate only four trips per week. A traffic analysis of study intersections and roadway segments is not required during the operational phase, as the Project will generate fewer than 200 daily and/or 20 peak-hour trips during this phase. The cumulative transportation effects of the Project would be less than significant.

4.12.4 Mitigation Measures

As shown in the Project transportation analysis above, no LOS or VMT impacts were identified. Therefore, no mitigation measures are required. Although all construction related trips would be temporary for the duration of construction and traffic would return to pre-construction conditions upon the completion of construction, a construction traffic management plan or control plan would be implemented to facilitate vehicular access (especially delivery or vendor trucks) at the project access intersection during the peak delivery phase.

Prior to initiation of construction activities, the construction traffic management plan would be created by the contractor and filed with the City. The construction traffic management plan and traffic control measures may include the following:

- The Project applicant will prepare and implement a traffic control plan (TCP) (see Appendix 4.12D) at the Camino Capistrano/Rancho Capistrano-Project Access intersection to ~~include~~:
    - Remove the existing median temporarily to accommodate truck turn maneuvers in and out of the project site.
    - Install appropriate barriers and temporary traffic control devices at the project access intersection and Camino Capistrano Road
    - Flaggers that serve to ensure safety at the intersection and railroad crossing, alert motorists and pedestrians to slow moving trucks and to guide trucks to maneuver turn movement at the project access intersection
    - Temporary signage along Camino Capistrano near the project access to warn all road users of construction in the vicinity
    - Ensure access to church, especially during service or Sundays, is not impacted by construction traffic or equipment. Appropriate signage shall be installed and flaggers will be used to prioritize movement of church traffic at the intersection along the existing access road
- For peak phase of construction (occurs for approximately 7 days with overlap of phases 4, 6, 7 and 8), ~~The~~ the Project applicant will limit ~~worker and truck traffic during the AM and PM peak hours.~~outbound haul truck trips between the hours of 7:00-9:00 AM and 2:00-4:00 PM along J Serra Road during the arrival and departure times of students of J Serra High School.

4.12.5 Laws, Ordinances, Regulations, and Standards

The project applicant would ensure compliance with LORS of all applicable federal, state, local and administering agencies pertaining to traffic and transportation issues.

4.12.5.1 Federal LORS

The Code of Federal Regulations (CFR) Hazardous Material Regulations (HMR: 49 CFR Parts 171-180) apply to any person who offers transportation HM in commerce.

- 49 CFR 172, 173, and 173. These regulations provide standards for labels, placards, and markings on hazardous materials shipments by truck (Part 172), standards for packaging hazardous materials (Parts 173), and for transporting hazardous materials in tank cars (Part 179). The administering agencies for the above authority are the CHP and U.S. Department of Transportation.

4.12.5.2 State LORS

The California Vehicle Code (CVC) is the set of statutes that regulate the operation, registration, and ownership of motor vehicles (as well as bicycles and other devices) used to move people, animals and goods along the state's roadways. The following sections would apply to the Project.

- CVC Sections 13369, 15275, and 15278 address the licensing of drivers and classifications of licenses required to operate particular types of vehicles.
- CVC Sections 32100.5 addresses the transportation of hazardous materials that pose an inhalation hazard.
- CVC, 13 CCR 1160, et seq. provides the CHP with authority to adopt regulations for the transportation of hazardous materials in California. The CHP can issue permits and specify the route for hazardous material delivery.
- California Streets and Highway Code (S&HC), Sections 660, 670, 1450, 1460 et seq. 1470, and 1480, regulate right-of-way encroachment and granting of permits for encroachments on state and county roads.
- S&HC Sections 117 and 660–711 and CVC Sections 35780 et seq., require permits to transport oversized loads on county roads. S&HC Sections 117 and 660 to 711 require permits for any construction, maintenance, or repair involving encroachment on state highway rights-of-way. CVC Section 35780 requires approval for a permit to transport oversized or excessive loads over state highways.
- Caltrans weight and load limitations for state highways apply to all state and local roadways. The weight and load limitations are specified in CVC Sections 35550 to 35559. The following provisions, from the CVC, apply to all roadways and are therefore applicable to this project.
- General Provisions: The gross weight imposed upon the highway by the wheels on any axle of a vehicle shall not exceed 20,000 pounds and the gross weight upon any one wheel, or wheels, supporting one end of an axle, and resting upon the roadway, shall not exceed 10,500 pounds.
- The maximum wheel load is the lesser of the following: (a) the load limit established by the tire manufacturer, or (b) a load of 620 pounds per lateral inch of tire width, as determined by the manufacturer's rated tire width.
- Vehicles with Trailers or Semi-trailers: The gross weight imposed upon the highway by the wheels on any one axle of a vehicle shall not exceed 18,000 pounds and the gross weight upon any one wheel, or wheels, supporting one end of an axle and resting upon the roadway, shall not exceed 9,500 pounds, except that the gross weight imposed upon the highway by the wheels on any front steering axle of a motor vehicle shall not exceed 12,500 pounds.

4.12.5.3 Local LORS

This section reviews compliance with all relevant local LORS without regard to their applicability as a matter of law. These LORS include the following:

San Juan Capistrano Municipal Code. The electronic version of the San Juan Capistrano Municipal Code was created in January 2000, and is updated on a biannual basis.

- Sections 7-6.01 to 7-6.20 require permits for any construction, maintenance, or repair involving encroachment on any highways or public roads.
- Sections 4-6.301 to 4-6.325 provide limitations for parking such as prohibitions, restrictions and exceptions as specified.

Orange County Congestion Management Program. The Orange County Transportation Authority (OCTA) is a multimodal transportation agency that began in 1991 with the consolidation of seven separate agencies. OCTA serves Orange County residents and travelers by providing the following: countywide bus and paratransit service; Metrolink rail service; the 91 Express Lanes; freeway, street, and road improvement projects; individual and company commuting solutions; motorist aid services; and regulation of taxi operations. State law requires that a

Congestion Management Program (CMP) be developed, adopted, and updated biennially for every county that includes an urbanized area, and requires that it include every city and the county government within that county. As the Congestion Management Agency for Orange County, OCTA is responsible for implementing the Orange County CMP. OCTA adopted the CMP in 1991 to reduce traffic congestion and to provide a mechanism for coordinating land use and development decisions in Orange County. Compliance with the CMP requirements ensures a city's eligibility to compete for State gas tax funds for local transportation projects. The 2021 CMP Update is the most recent report prepared by OCTA. A CMP traffic analysis is required for projects that generate 2,400 or more daily trips. Therefore, the Project would not be required to complete a CMP traffic analysis.

City of San Juan Capistrano General Plan. The City of San Juan Capistrano General Plan was approved by the City Council in December 1999, with the exception of the Housing Element, which was updated and adopted by the City Council in January 2014. In May 2002, the City Council approved a General Plan Amendment, which included a variety of changes to several of the General Plan Elements. The City's General Plan is the principal land use document guiding development within the City. The City's General Plan is a comprehensive plan that establishes goals, objectives, and policies intended to guide growth and development in the City.

Circulation Element. The Circulation Element (1999) aims to guide the continued development and implementation of the circulation system to support existing and planned development. The Circulation Element also established acceptable roadway service levels and identifies improvements required to maintain these service levels. It is the stated goal of the City to maintain traffic and transportation LOS at LOS D, with the exception of hot-spot intersections and roadway segments, where LOS E is considered satisfactory. The Circulation Element also encourages the use of other transportation modes, including transit, walking, bicycling, and equestrian riding to reduce the demand on the transportation system and improve air quality. The following goals and policies applicable to the Project are presented in the Circulation Element:

Circulation Goal 1: Provide a system of roadways that meets the needs of the community.

Policy 1.1: Provide and maintain a City circulation system that is in balance with the land uses in San Juan Capistrano.

Policy 1.4: Improve the San Juan Capistrano circulation system roadways in concert with land development to ensure sufficient levels of service.

Circulation Goal 3: Provide an extensive public bicycle, pedestrian, and equestrian trails network.

Policy 3.1: Provide and maintain an extensive trails network that supports bicycles, pedestrians, and horses and is coordinated with those networks of adjacent jurisdictions.

Circulation Goal 4: Minimize the conflict between the automobile, commercial vehicles, pedestrians, horses, and bicycles.

Policy 4.1: Provide sufficient right-of-way widths along roadways to incorporate features that buffer pedestrians, horses, and bicycles from vehicular traffic.

Policy 4.2: Provide traffic management improvements within areas where through traffic creates public safety problems.

Policy 4.3: Install additional street improvements within areas where necessary to improve vehicular and non-vehicular safety.

As shown in Section 4.12.2, the construction of the Project would generate temporary trips. The peak construction trips analysis demonstrates that the Project would not result in unacceptable LOS at the study area intersection. The Project would generate nominal permanent trips during operations and, therefore, would not conflict with the City's General Plan or Circulation Element.

4.12.6 Agencies and Agency Contacts

Table 4.12-12 lists the agency contacts related to traffic and transportation.

Table 4.12-12. Agency Contacts for Traffic and Transportation

Permit	Agency	Contact
Transportation Permit for Oversized Loads	Caltrans	Caltrans Transportation Permits Issuance Branch 1823 14th Street Sacramento, California 95814-7119 (916) 322-4958 http://www.dot.ca.gov/hq/traffops/permits/
Hazardous Materials Transportation License	California Highway Patrol	Hazardous Material Licensing P.O. Box 942898 Sacramento, California 942898-0001 (916) 843-3400 Email form available at: http://www.chp.ca.gov/prog/email.cgi
Safety Permits	Federal Motor Carrier Safety Administration	California Division Office 1325 J St. Suite 1540 Sacramento, California 95814-2941 (916) 930-2760
Encroachment Permits	City of San Juan Capistrano	City of San Juan Capistrano Public Works Department 30448 Rancho Viejo Road, Suite 110 San Juan Capistrano, California 92675 (949) 443-6337
Transportation Permits	City of San Juan Capistrano	City of San Juan Capistrano Public Works Department 30448 Rancho Viejo Road, Suite 110 San Juan Capistrano, California 92675 (949) 443-6337

4.12.7 Permits and Permit Schedule

Table 4.12-13 lists the permits related to traffic and transportation and the Project permit schedule. The vehicles used to transport heavy equipment and construction materials will require transportation permits when they exceed the size, weight, width, or length thresholds set forth in Section 35780 of the CVC, Sections 117 and 660-711 of the California Streets and Highways Code (S&HC), and Sections 1411.1 to 1411.6 of the CCRs. Affected vehicles will be required to obtain transportation permits from City, Caltrans, or from any other affected agency. Transport route arrangements would be required with Caltrans and CHP officials for permitting and escort, as applicable. Transportation of hazardous materials to and from the Project will be conducted in accordance with CVC Section 31303.

Table 4.12-13. Permit and Permit Schedule for Traffic and Transportation

Permit	Agency Contact	Schedule
Single/annual-trip transportation permit for oversized loads and oversized vehicles	Permit Officer on Duty Caltrans, Transportation Permits Issuance Branch (916) 322-1297	Obtain when necessary, 2-hour processing time (single trip) to 2 weeks (annual trip).
Hazardous Materials Transportation License	California Highway Patrol Hazardous Material Licensing Program (916) 327-5039	Obtain when necessary, approximately 2-week processing time
Single/annual transportation permit for oversize and overweight loads through City of San Juan Capistrano	City of San Juan Capistrano Public Works Department 30448 Rancho Viejo Road, Suite 110, San Juan Capistrano, CA 92675 (949) 443-6337	Obtain when necessary
Right of Entry Permit or Railroad Encroachment Permit	City of San Juan Capistrano Public Works Department 30448 Rancho Viejo Road, Suite 110, San Juan Capistrano, CA 92675 (949) 443-6337 CPUC Los Angeles Office 320 West 4th Street, Suite 500, Los Angeles, CA 90013 Or CPUC RCEB Southern California contact: Matt Bond, P.E., Program and Project Supervisor 213-407-0333; matthew.bond@cpuc.ca.gov	Obtain prior to construction phase of the project

4.12.8 References

City of San Juan Capistrano. 1999. General Plan Circulation Element. Adopted December 1999.

City of San Juan Capistrano. 2020. City of San Juan Capistrano Vehicle Miles Traveled (VMT) Guidelines. May 22, 2020.

OPR (California Governor's Office of Planning and Research). 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. December 2018.

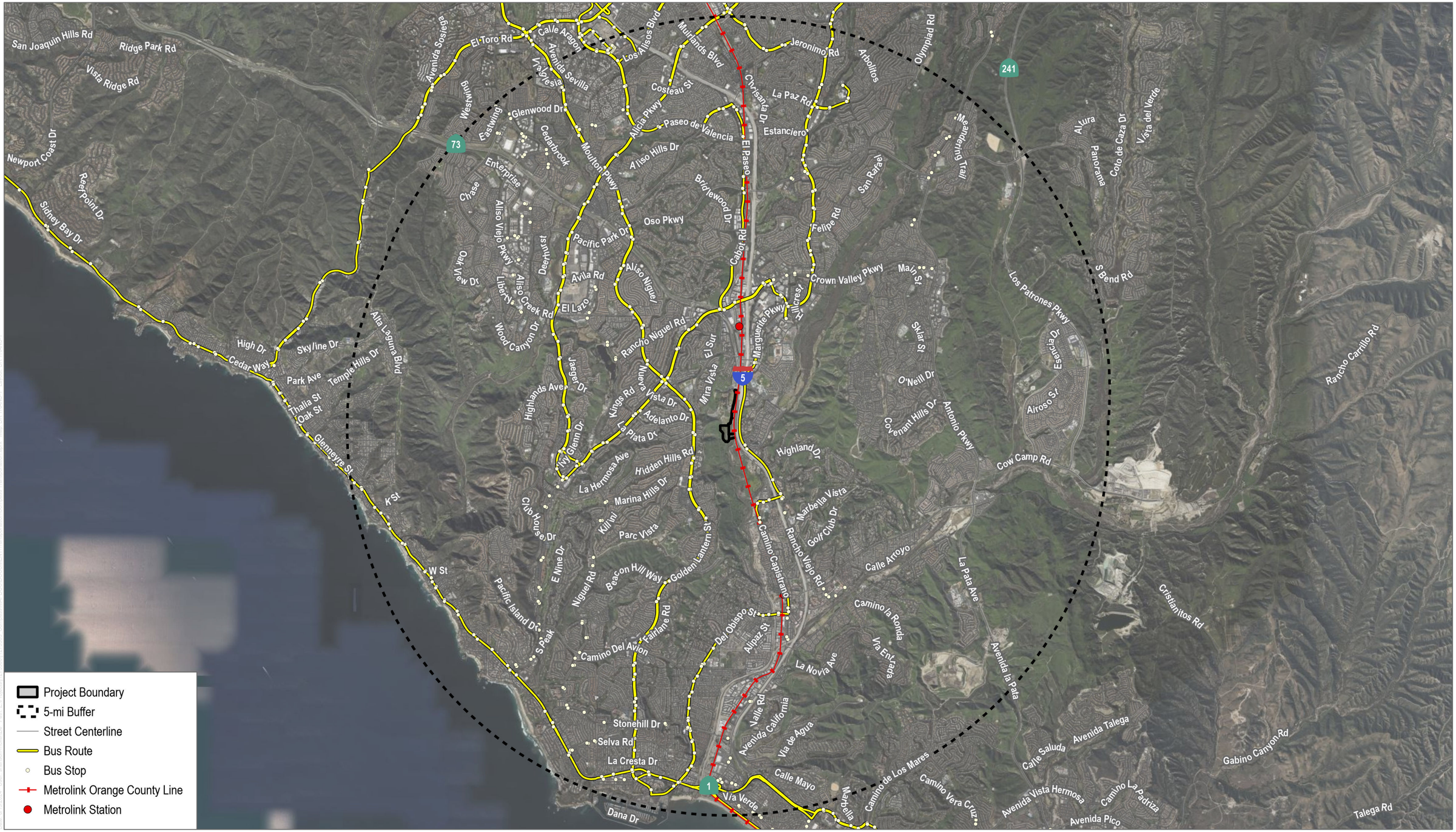
Orange County Transit Authority (OCTA). 2023. South County Map (octa.net)

OCTA. 2017. Guidance for Administration of the Orange County Master Plan of Arterial Highways. Accessed at https://www.octa.net/pdf/mpah_guidlines.pdf

County of Orange. Transportation Implementation Update. Updated September 2021 https://ocds.ocpublicworks.com/sites/ocpwocds/files/202202/TIM_2021_FINAL_signed_with_Resolution_Number.pdf

California Vehicle Code. Accessed at https://leginfo.legislature.ca.gov/faces/codesTOCSelected.xhtml?tocCode=VEH&tocTitle=+Vehicle+Code+-+VEH

Transportation Research Board (TRB). 2022. Highway Capacity Manual 7th Edition: A Guide for Multimodal Mobility Analysis. Washington, DC: The National Academies Press



SOURCE: Esri 2024; Orange County Transportation Authority 2024

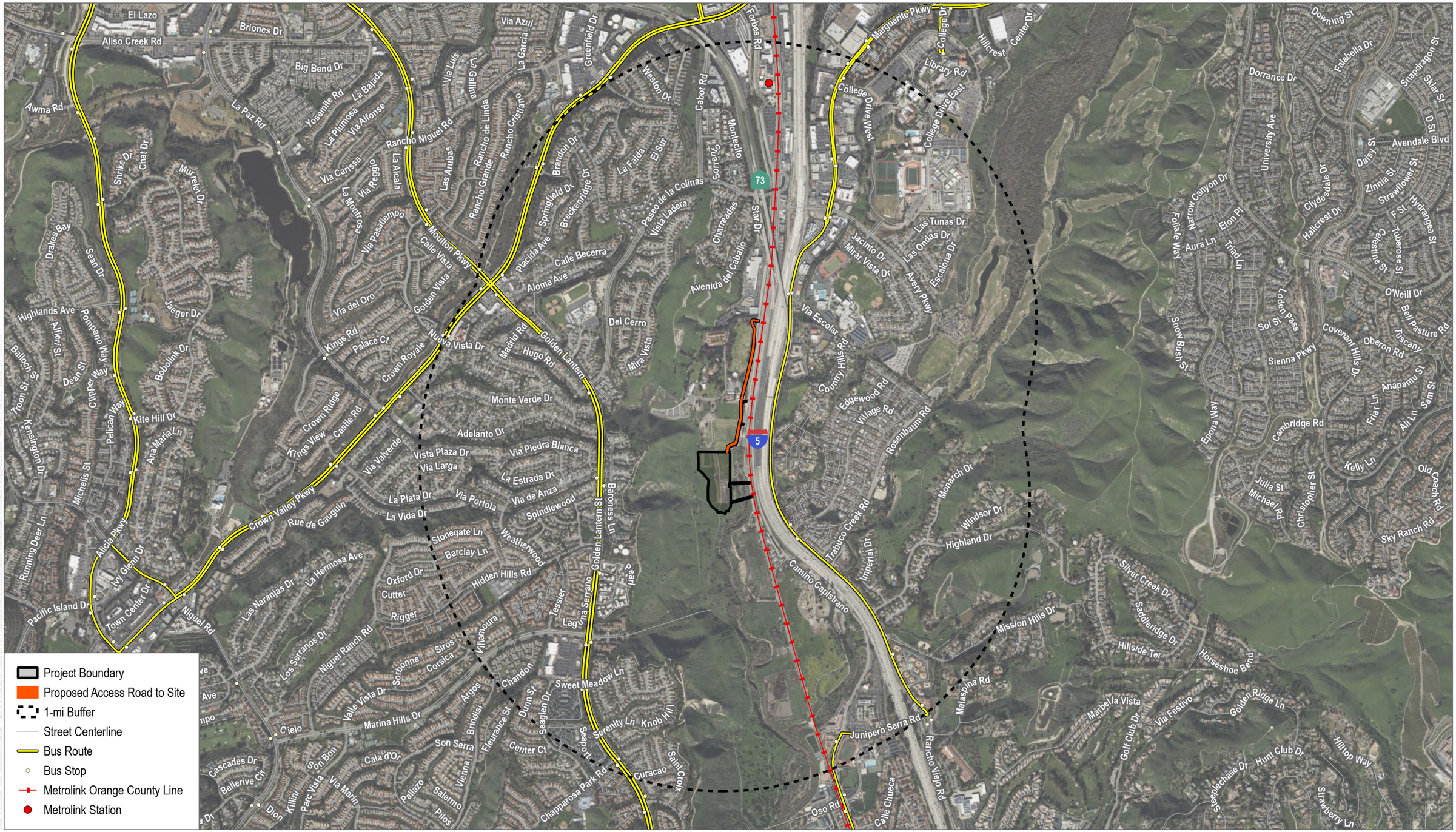
DUDEK

0 3,000 6,000 Feet

FIGURE 4.12-1

Major Transportation Facilities within 5-mile Radius of Project

Compass Energy Storage Project



SOURCE: Bing Maps 2023; Orange County Transportation Authority 2024

DUDEK

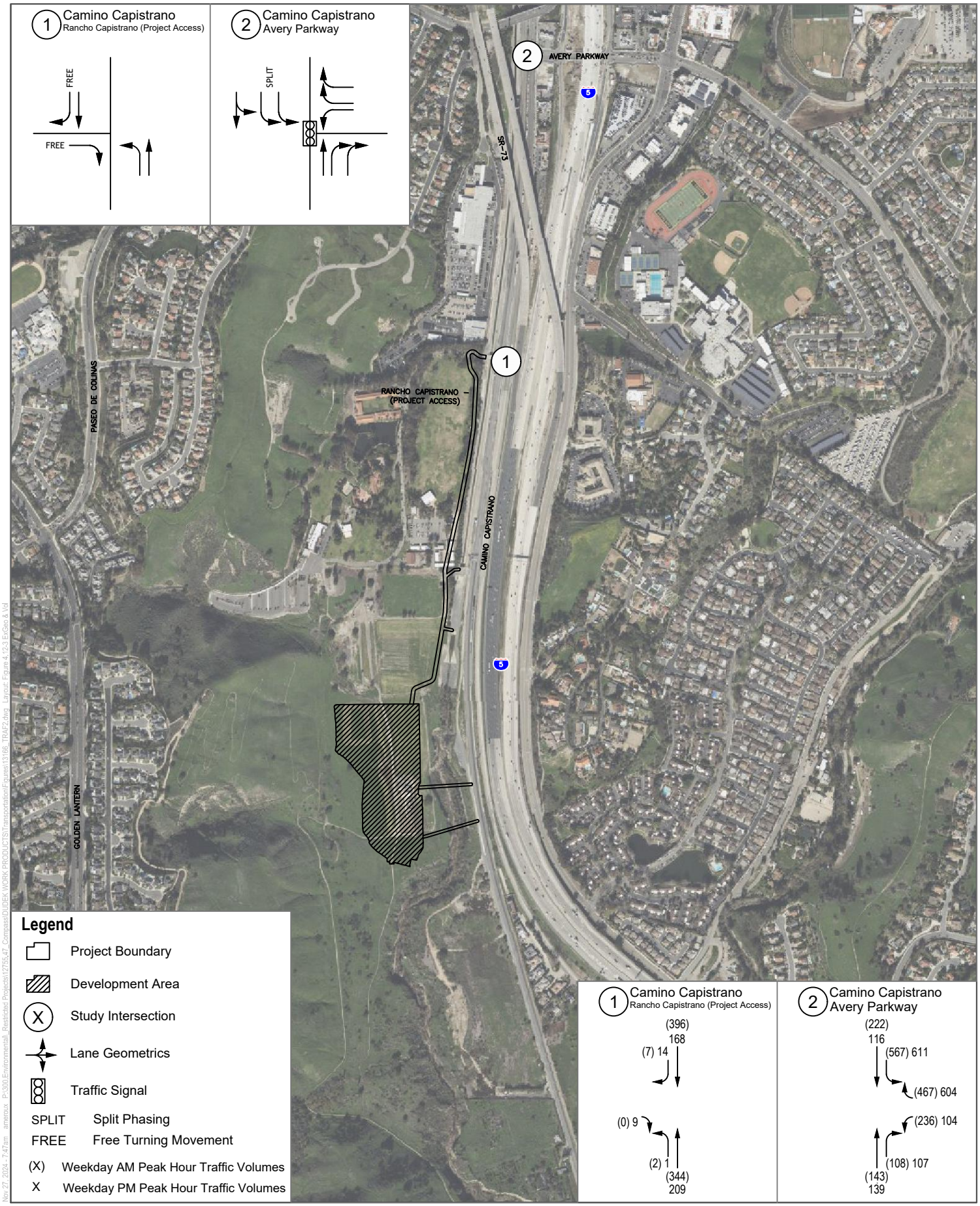
N

0 500 1,000 Feet

FIGURE 4.12-2

Major Transportation Facilities within 1-mile Radius of Project

Compass Energy Storage Project



SOURCE: Bing Maps

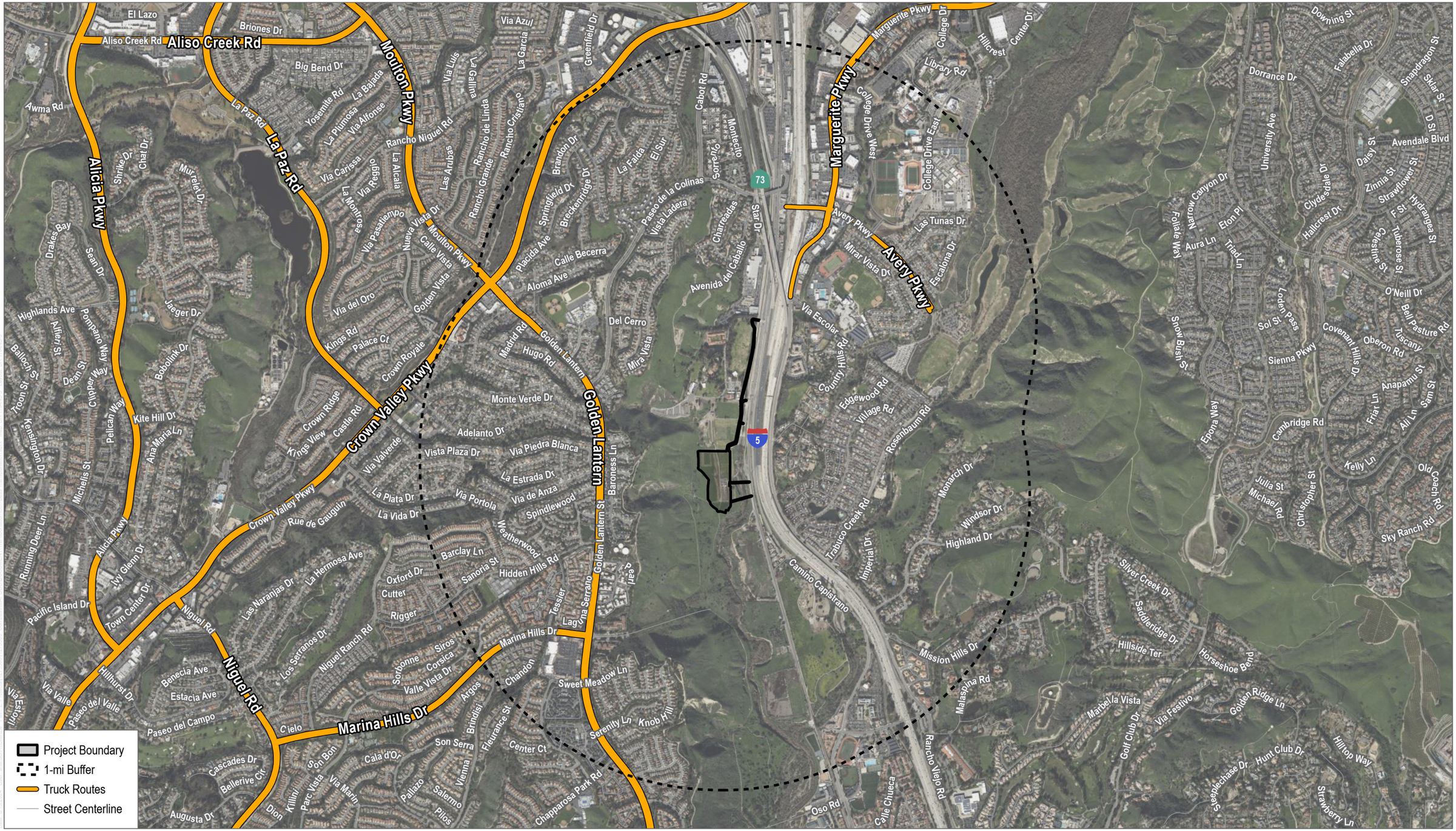
FIGURE 4.12-3

Existing Geometrics and Peak Hour Traffic Volumes

Compass Energy Storage Project

DUDEK

NOT TO SCALE



SOURCE: Bing Maps 2023; Orange County Transportation Authority 2024; City of San Juan Capistrano Code of Ordinances 2024

DUDEK

N

0 500 1,000 Feet

FIGURE 4.12-4

Truck Routes within 1-mile Radius of Project

Compass Energy Storage Project

SOURCE: Bing Maps

DUDEK

NOT TO SCALE

FIGURE 4.12-5

Project Trip Distribution and Assignment - Workers

Compass Energy Storage Project

SOURCE: Bing Maps

DUDEK

NOT TO SCALE

FIGURE 4.12-6

Project Trip Distribution and Assignment - Trucks (non-PCE)

Compass Energy Storage Project

SOURCE: Bing Maps

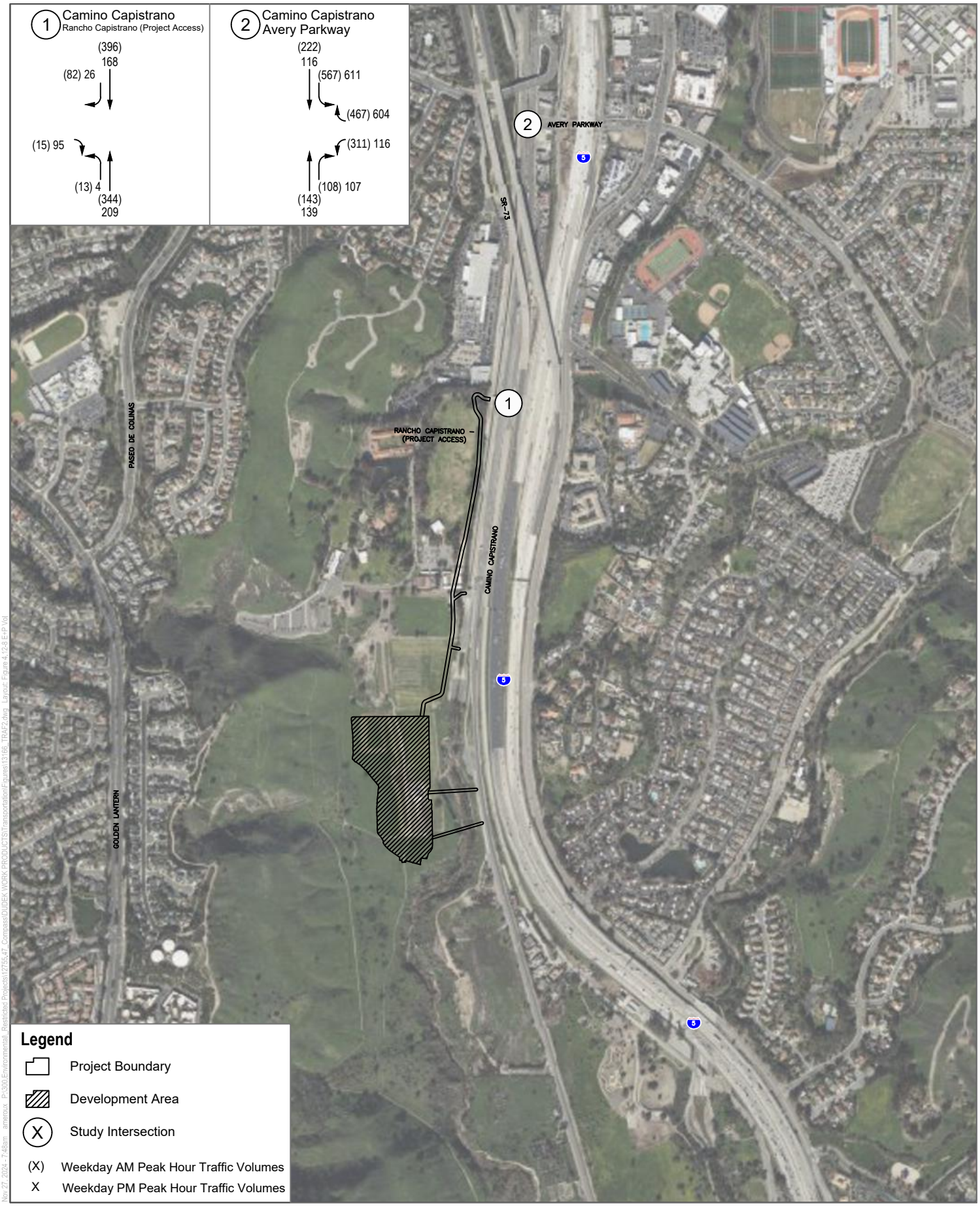
DUDEK

NOT TO SCALE

FIGURE 4.12-7

Project Trip Assignment - Total (non-PCE)

Compass Energy Storage Project



SOURCE: Bing Maps

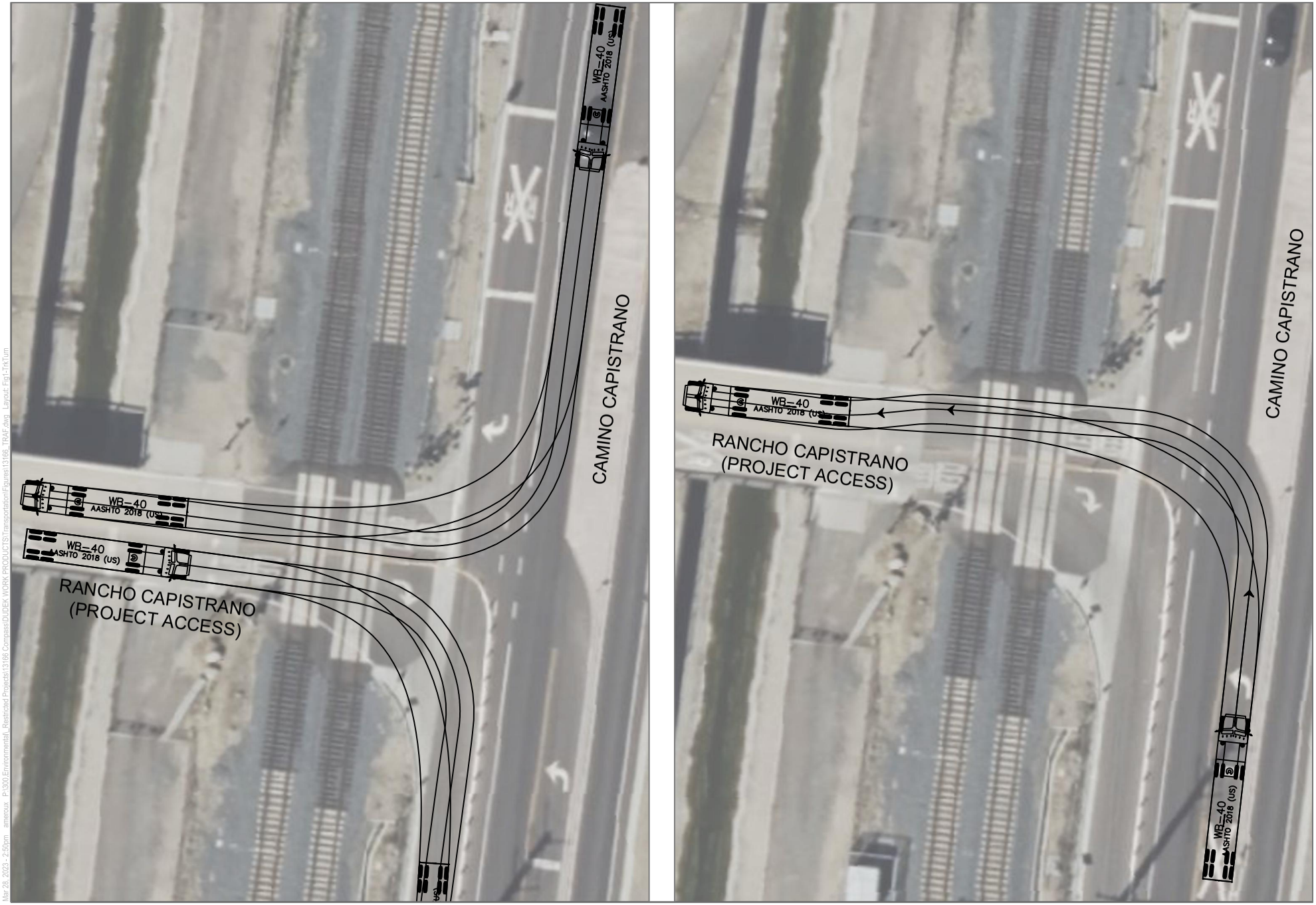
NOT TO SCALE

FIGURE 4.12-8

Existing plus Project Peak Hour Traffic Volumes (Non-PCE)

Compass Energy Storage Project

DUDEK



SOURCE: Bing Maps; AASHTO 2018

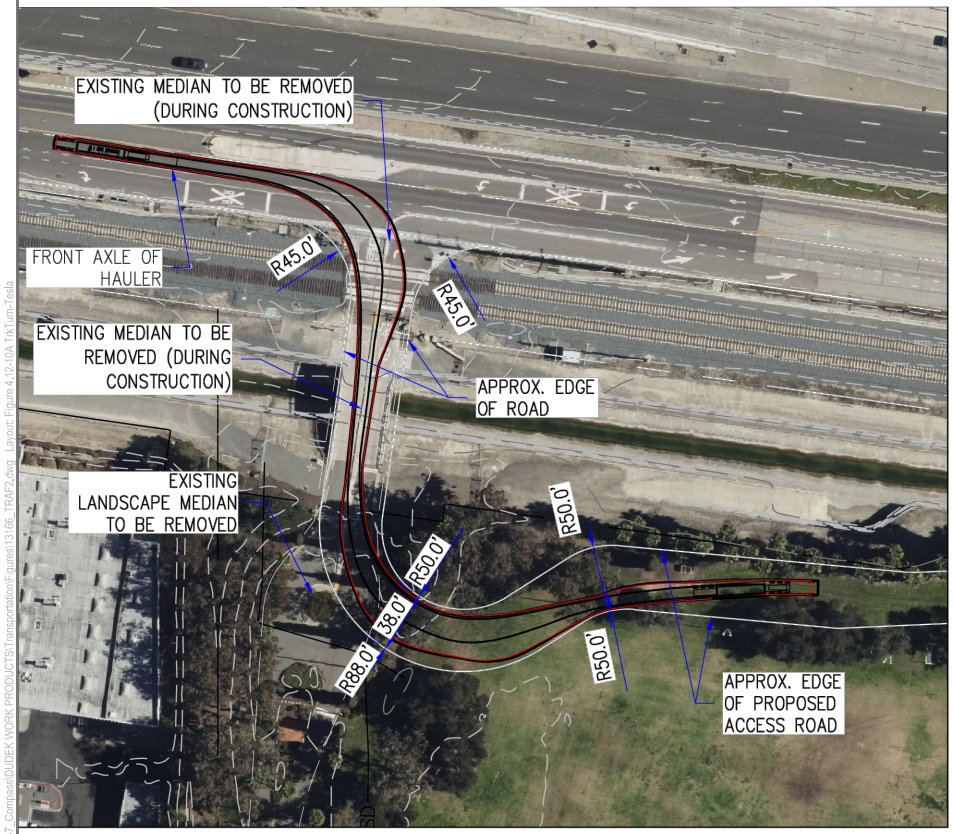
FIGURE 4.12-9

Truck Turn Templates (WB-40) at Camino Capistrano/Rancho Capistrano Intersection

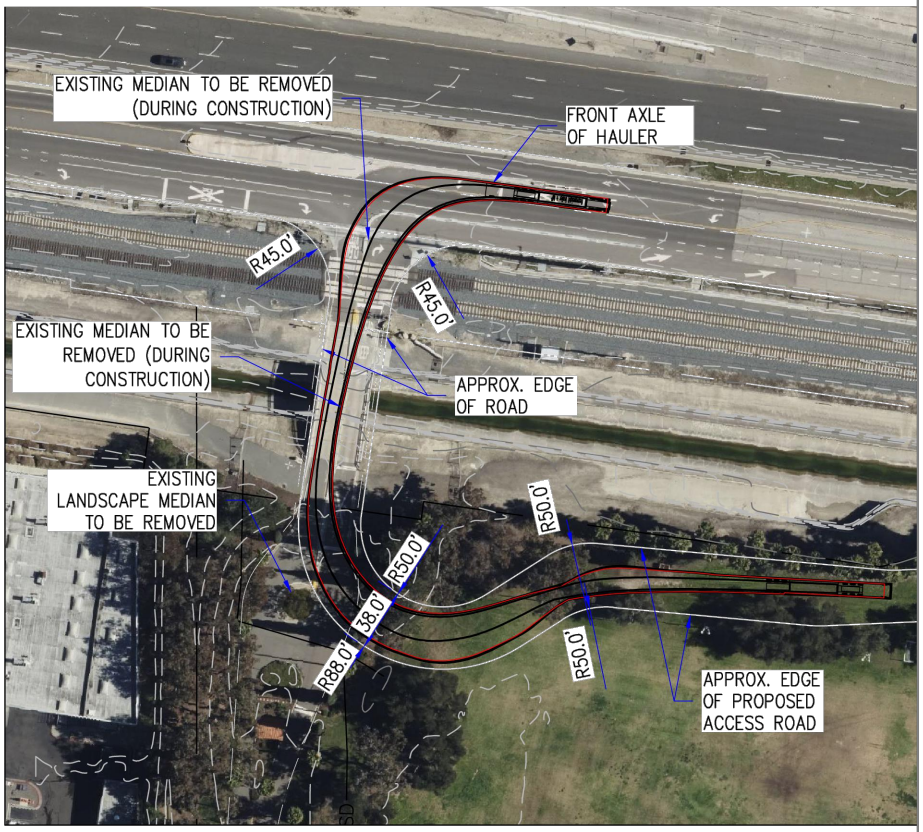
Compass Energy Storage Project

DUDEK

NOT TO SCALE



TESLA HEAVYWEIGHT TRAILER – ENTERING FROM NORTH



TESLA HEAVYWEIGHT TRAILER – ENTERING FROM SOUTH

NOTES:

1. DELIVERY AND ACCESS ROUTE MUST SUPPORT A LOADED, 7–AXLE DELIVERY VEHICLE.
2. VEHICLE IS TESLA HEAVYWEIGHT TRAILER AND MEGAPACK. TOTAL LENGTH = 76 FT.
3. IMAGES SHOWN ARE FOR REFERENCE ONLY.

SOURCE: Electrical Consultants, Inc. 2024

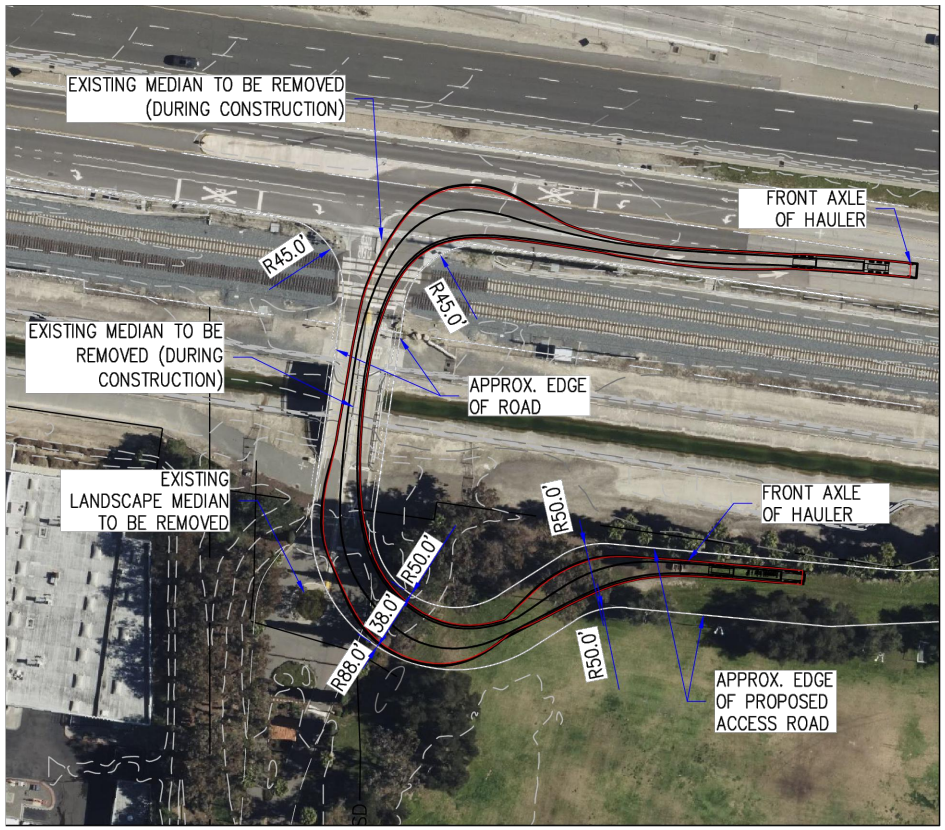
FIGURE 4.12-10A

DUDEK

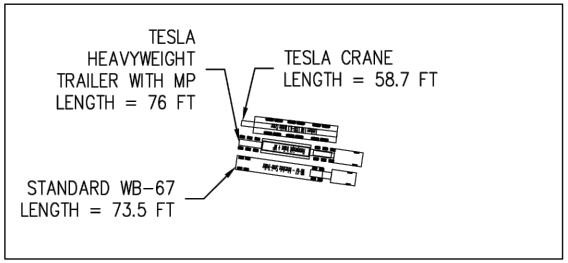
NOT TO SCALE

Truck Turn Template for Tesla Heavyweight Trailer at Camino Capistrano/Rancho Capistrano Intersection

Compass Energy Storage Project



TESLA HEAVYWEIGHT TRAILER – EXITING THE SITE



VEHICLE LENGTH COMPARISON

NOTES:

1. DELIVERY AND ACCESS ROUTE MUST SUPPORT A LOADED, 7-AXLE DELIVERY VEHICLE.
2. VEHICLE IS TESLA HEAVYWEIGHT TRAILER AND MEGAPACK. TOTAL LENGTH = 76 FT.
3. IMAGES SHOWN ARE FOR REFERENCE ONLY.

SOURCE: Electrical Consultants, Inc. 2024

FIGURE 4.12-10B

DUDEK

NOT TO SCALE

Truck Turn Template for Tesla Heavyweight Trailer at Camino Capistrano/Rancho Capistrano Intersection

Compass Energy Storage Project

A. Traffic Count Data

A32223

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

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

DATE: Thursday, March 09, 2023

CITY# San Juan Capistrano

JOB #: SC3889

CLASS1 Camino Capistrano between Rancho Capistrano DWY and Paseo de Colinas.THU

AM	COMBINED													
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	3	0	0	0	0	0	0	3	0	0	0	0	6
0:30	0	3	0	0	0	0	0	0	1	0	0	0	0	4
0:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:00	0	5	0	0	0	0	0	0	1	0	0	0	0	6
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	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
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	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	0	0	0	0	0	0	0	0	0	1
3:45	0	3	0	0	0	0	0	0	1	0	0	0	0	4
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
4:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
5:00	0	6	1	0	0	0	0	0	1	0	0	0	0	8
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	7	2	0	0	0	0	0	0	0	0	0	0	9
6:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
6:15	0	22	4	0	1	0	0	0	2	0	0	0	0	29
6:30	0	17	5	0	0	0	0	0	0	0	0	0	0	22
6:45	0	19	7	0	0	1	0	0	0	0	0	0	0	27
7:00	0	23	11	0	0	0	0	0	0	0	0	0	0	34
7:15	0	45	19	0	2	0	0	0	0	0	0	0	0	66
7:30	0	85	24	1	0	1	0	0	0	0	0	0	0	111
7:45	0	110	27	0	1	0	0	0	0	0	0	0	0	138
8:00	0	136	20	0	5	0	0	0	0	0	0	0	0	161
8:15	0	202	31	0	2	0	0	0	1	0	0	0	0	236
8:30	0	106	30	0	1	0	0	0	1	0	0	0	0	138
8:45	2	45	15	0	0	0	0	0	2	0	0	0	0	64
9:00	0	29	12	0	2	0	0	0	0	0	0	0	0	43
9:15	0	34	13	0	4	0	0	0	4	0	0	0	0	55
9:30	0	23	12	1	4	0	0	0	2	0	0	0	0	42
9:45	0	38	11	0	1	0	0	0	3	0	0	0	0	53
10:00	0	18	8	0	5	1	0	0	2	0	0	0	0	34
10:15	0	24	13	1	1	0	0	0	0	0	0	0	0	39
10:30	0	38	13	0	0	0	0	0	3	0	0	0	0	54
10:45	0	37	16	0	2	0	0	0	0	0	0	0	0	55
11:00	0	39	14	0	3	1	0	0	1	0	0	0	0	58
11:15	0	32	13	0	1	0	0	0	1	0	0	0	0	47
11:30	1	33	13	0	5	0	0	0	2	0	0	0	0	54
11:45	1	41	14	0	2	0	0	0	1	0	0	0	0	59
TOTAL	4	1,265	357	3	42	4	0	0	32	0	0	0	0	1,707

AM PEAK HOUR	7:45 AM
AM PEAK VOLUME	673

PM	COMBINED													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	1	42	7	0	1	0	0	0	2	0	0	0	0	53
12:15	2	50	13	0	1	0	0	0	1	0	0	0	0	67
12:30	1	35	17	0	2	0	0	0	2	0	0	0	0	57
12:45	0	59	17	0	4	0	0	0	2	0	0	0	0	82
13:00	0	48	10	0	5	0	0	0	1	0	0	0	0	64
13:15	0	54	17	0	5	0	0	0	0	0	0	0	0	76
13:30	0	60	10	0	4	0	0	0	1	0	0	0	0	75
13:45	1	45	11	0	1	0	0	0	1	0	0	0	0	59
14:00	0	53	13	1	2	0	0	0	0	0	0	0	0	69
14:15	0	64	15	0	6	0	0	0	0	0	0	0	0	85
14:30	0	67	14	1	3	1	0	0	2	0	0	0	0	88
14:45	2	78	15	0	3	0	0	1	0	0	0	0	0	99
15:00	0	138	33	0	0	0	0	0	1	0	0	0	0	172
15:15	0	146	30	0	4	0	0	0	2	0	0	0	0	182
15:30	0	102	33	0	2	0	0	0	0	0	0	0	0	137
15:45	0	102	18	0	0	0	0	0	0	0	0	0	0	120
16:00	0	67	16	0	3	0	0	0	0	0	0	0	0	86
16:15	0	71	22	0	0	0	0	0	0	0	0	0	0	93
16:30	0	66	18	0	1	0	0	0	0	0	0	0	0	85
16:45	0	65	18	0	2	0	0	0	0	0	0	0	0	85
17:00	0	71	20	0	2	0	0	0	0	0	0	0	0	93
17:15	0	65	23	0	0	0	0	0	0	0	0	0	0	88
17:30	0	47	23	0	1	0	0	0	0	0	0	0	0	71
17:45	0	65	22	0	0	0	0	0	0	0	0	0	0	87
18:00	0	47	22	0	0	0	0	0	0	0	0	0	0	69
18:15	0	70	4	1	1	0	0	0	1	0	0	0	0	77
18:30	0	66	6	0	0	0	0	0	0	0	0	0	0	72
18:45	0	49	4	0	0	0	0	0	0	0	0	0	0	53
19:00	0	34	3	0	1	0	0	0	0	0	0	0	0	38
19:15	0	27	1	0	0	0	0	0	0	0	0	0	0	28
19:30	0	23	3	0	0	0	0	0	0	0	0	0	0	26
19:45	0	36	3	0	0	0	0	0	0	0	0	0	0	39
20:00	0	33	3	0	0	0	0	0	1	0	0	0	0	37
20:15	1	35	3	0	0	0	0	0	1	0	0	0	0	40
20:30	1	38	2	0	1	0	0	0	1	0	0	0	0	43
20:45	0	27	2	0	0	0	0	0	0	0	0	0	0	29
21:00	0	23	4	0	0	0	0	0	0	0	0	0	0	27
21:15	0	13	2	0	0	0	0	0	0	0	0	0	0	15
21:30	0	15	1	0	0	0	0	0	0	0	0	0	0	16
21:45	0	15	1	0	0	0	0	0	1	0	0	0	0	17
22:00	0	11	4	0	0	1	0	0	1	0	0	0	0	17
22:15	0	8	0	0	0	0	0	0	1	0	0	0	0	9
22:30	0	9	0	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	13	0	0	0	0	0	0	0	0	0	0	0	13
23:15	1	3	0	0	0	0	0	0	1	0	0	0	0	5
23:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
TOTAL	10	2,267	505	3	55	2	0	1	23	0	0	0	0	2,866

PM PEAK HOUR	3:00 PM
PM PEAK VOLUME	611

TOTAL: AM+PM	14	3,532	862	6	97	6	0	1	55	0	0	0	0	4,573
% OF TOTAL	0.3%	77.2%	18.8%	0.1%	2.1%	0.1%	0.0%	0.0%	1.2%	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		

A32223

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

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

DATE: Tuesday, March 07, 2023

CITY# San Juan Capistrano

JOB #: SC3889

CLASS1 Camino Capistrano between Rancho Capistrano DWY and Paseo de Colinas.TUE

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	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	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	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	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	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	2	1	0	0	0	0	0	0	0	0	0	0	3
4:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
5:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
6:15	0	3	6	0	0	0	0	0	0	0	0	0	0	9
6:30	0	4	8	0	0	0	0	0	0	0	0	0	0	12
6:45	0	8	3	0	1	0	0	0	0	0	0	0	0	12
7:00	0	11	5	0	0	0	0	0	0	0	0	0	0	16
7:15	0	17	9	0	0	0	0	0	0	0	0	0	0	26
7:30	0	47	11	0	1	0	0	0	0	0	0	0	0	59
7:45	0	97	15	0	4	0	0	0	0	0	0	0	0	116
8:00	0	95	19	0	4	0	0	0	0	0	0	0	0	118
8:15	1	39	9	0	2	0	0	0	0	0	0	0	0	51
8:30	0	30	7	1	0	0	0	0	0	0	0	0	0	38
8:45	0	14	9	0	0	0	0	0	0	0	0	0	0	23
9:00	0	16	4	1	0	0	0	0	0	0	0	0	0	21
9:15	0	20	7	1	0	0	0	0	0	0	0	0	0	28
9:30	0	16	6	0	1	0	0	0	0	0	0	0	0	23
9:45	0	23	3	0	1	0	0	0	1	0	0	0	0	28
10:00	0	26	6	0	1	0	0	0	0	0	0	0	0	33
10:15	1	16	4	1	1	0	0	0	0	0	0	0	0	23
10:30	1	27	7	0	0	0	0	0	0	0	0	0	0	35
10:45	0	61	10	0	3	0	0	0	1	0	0	0	0	75
11:00	0	102	22	0	5	0	0	1	1	0	0	0	0	131
11:15	0	106	19	0	8	0	0	0	0	0	0	0	0	133
11:30	0	56	10	0	1	0	0	0	2	0	0	0	0	69
11:45	0	34	5	0	0	0	0	0	1	0	0	0	0	40
TOTAL	3	895	207	4	33	0	0	1	6	0	0	0	0	1,149

AM PEAK HOUR	10:45 AM
AM PEAK VOLUME	408

PM	NORTHBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	32	6	0	1	0	0	0	0	0	0	0	0	39
12:15	1	22	2	0	1	0	0	0	1	0	0	0	0	27
12:30	2	30	7	0	1	0	0	0	1	0	0	0	0	41
12:45	0	26	11	0	1	0	0	0	0	0	0	0	0	38
13:00	0	30	6	0	0	0	0	0	0	0	0	0	0	36
13:15	0	32	8	0	1	0	0	0	0	0	0	0	0	41
13:30	1	26	4	0	0	0	0	0	0	0	0	0	0	31
13:45	0	27	5	0	1	0	0	0	0	0	0	0	0	33
14:00	0	21	6	0	0	0	0	0	0	0	0	0	0	27
14:15	0	22	9	0	0	0	0	0	1	0	0	0	0	32
14:30	0	49	8	0	3	1	0	0	0	0	0	0	0	61
14:45	0	82	6	0	2	0	0	0	0	0	0	0	0	90
15:00	0	54	6	0	3	0	0	0	0	0	0	0	0	63
15:15	0	46	5	0	2	0	0	0	0	0	0	0	0	53
15:30	0	47	9	0	2	0	0	0	0	0	0	0	0	58
15:45	0	60	4	0	2	0	0	0	0	0	0	0	0	66
16:00	0	36	3	0	1	0	0	0	0	0	0	0	0	40
16:15	0	41	10	0	1	0	0	0	0	0	0	0	0	52
16:30	0	38	10	0	0	0	0	0	0	0	0	0	0	48
16:45	0	38	9	0	3	0	0	0	0	0	0	0	0	50
17:00	2	42	10	0	1	0	0	0	0	0	0	0	0	55
17:15	0	44	12	0	0	0	0	0	0	0	0	0	0	56
17:30	0	27	8	0	2	0	0	0	0	0	0	0	0	37
17:45	0	32	13	0	0	0	0	0	0	0	0	0	0	45
18:00	0	30	6	0	0	0	0	0	0	0	0	0	0	36
18:15	0	33	3	0	0	0	0	0	0	0	0	0	0	36
18:30	0	28	1	0	0	0	0	0	0	0	0	0	0	29
18:45	0	25	2	0	0	0	0	0	0	0	0	0	0	27
19:00	0	14	2	0	1	0	0	0	0	0	0	0	0	17
19:15	0	18	0	0	0	0	0	0	0	0	0	0	0	18
19:30	0	23	1	0	0	0	0	0	0	0	0	0	0	24
19:45	0	18	1	0	0	0	0	0	0	0	0	0	0	19
20:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
20:15	0	29	3	0	0	0	0	0	0	0	0	0	0	32
20:30	0	27	3	0	0	0	0	1	0	0	0	0	0	31
20:45	0	22	3	0	0	0	0	0	0	0	0	0	0	25
21:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
21:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10
21:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
21:45	0	9	1	0	2	0	0	0	0	0	0	0	0	12
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
22:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
22:45	0	5	0	0	1	0	0	0	0	0	0	0	0	6
23:00	0	4	1	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	1	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
TOTAL	6	1,253	208	0	32	1	0	1	3	0	0	0	0	1,504

PM PEAK HOUR	2:30 PM
PM PEAK VOLUME	267

TOTAL: AM+PM	9	2,148	415	4	65	1	0	2	9	0	0	0	0	2,653
% OF TOTAL	0.3%	81.0%	15.6%	0.2%	2.5%	0.0%	0.0%	0.1%	0.3%	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	17	4,037	692	6	112	6	0	2	43	0	0	1	0	4,916
% OF TOTAL	0.3%	82.1%	14.1%	0.1%	2.3%	0.1%	0.0%	0.0%	0.9%	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		

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

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

DATE: Tuesday, March 07, 2023
JOB #: SC3889

CITY# San Juan Capistrano
CLASS1 Camino Capistrano between Rancho Capistrano DWY and Paseo de Colinas.TUE

AM	SOUTHBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
0:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
0:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
0:45	0	2	0	0	0	0	0	0	1	0	0	0	0	3
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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	1	0	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	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:30	0	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	0	4	1	0	1	0	0	0	0	0	0	0	0	6
5:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
6:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
6:15	0	13	2	0	0	0	0	0	0	0	0	0	0	15
6:30	0	5	3	0	2	0	0	0	1	0	0	1	0	12
6:45	0	12	2	0	1	0	0	0	0	0	0	0	0	15
7:00	0	20	6	0	2	0	0	0	0	0	0	0	0	28
7:15	0	34	4	0	0	0	0	0	1	0	0	0	0	39
7:30	0	110	10	1	0	0	0	0	0	0	0	0	0	121
7:45	0	156	3	0	1	0	0	0	0	0	0	0	0	160
8:00	0	57	6	0	1	0	0	0	2	0	0	0	0	66
8:15	0	49	7	0	0	0	0	0	0	0	0	0	0	56
8:30	0	30	6	0	1	0	0	0	0	0	0	0	0	37
8:45	0	28	3	0	2	0	0	0	1	0	0	0	0	34
9:00	0	21	4	0	0	0	0	0	0	0	0	0	0	25
9:15	0	21	3	0	1	0	0	0	2	0	0	0	0	27
9:30	0	14	5	0	1	0	0	0	0	0	0	0	0	20
9:45	1	18	2	0	3	0	0	0	2	0	0	0	0	26
10:00	0	18	2	0	0	0	0	0	0	0	0	0	0	20
10:15	0	26	2	0	0	0	0	0	1	0	0	0	0	29
10:30	0	24	5	0	1	0	0	0	2	0	0	0	0	32
10:45	0	26	4	0	0	1	0	0	1	0	0	0	0	32
11:00	0	22	8	0	3	0	0	0	1	0	0	0	0	34
11:15	0	24	3	0	0	0	0	0	1	0	0	0	0	28
11:30	0	19	3	0	1	0	0	0	1	0	0	0	0	24
11:45	0	24	8	0	1	0	0	0	1	0	0	0	0	34
TOTAL	1	805	112	1	24	1	0	0	19	0	0	1	0	964

AM PEAK HOUR	7:30 AM
AM PEAK VOLUME	403

PM	SOUTHBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	26	4	0	2	0	0	0	1	0	0	0	0	33
12:15	0	21	6	0	1	0	0	0	1	0	0	0	0	29
12:30	0	26	8	0	1	0	0	0	0	0	0	0	0	35
12:45	0	25	12	0	1	1	0	0	0	0	0	0	0	39
13:00	0	23	6	0	0	1	0	0	0	0	0	0	0	30
13:15	0	31	7	0	0	0	0	0	0	0	0	0	0	38
13:30	0	37	4	0	2	0	0	0	1	0	0	0	0	44
13:45	0	31	9	0	2	0	0	0	0	0	0	0	0	42
14:00	0	21	6	0	1	0	0	0	0	0	0	0	0	28
14:15	0	36	4	0	3	1	0	0	0	0	0	0	0	44
14:30	0	45	5	1	1	0	0	0	0	0	0	0	0	52
14:45	1	34	5	0	1	1	0	0	3	0	0	0	0	45
15:00	0	37	3	0	0	0	0	0	0	0	0	0	0	40
15:15	0	43	5	0	0	0	0	0	1	0	0	0	0	49
15:30	0	33	5	0	1	0	0	0	0	0	0	0	0	39
15:45	0	30	5	0	0	0	0	0	0	0	0	0	0	35
16:00	0	32	5	0	0	0	0	0	1	0	0	0	0	38
16:15	0	30	5	0	1	0	0	0	0	0	0	0	0	36
16:30	0	35	6	0	1	0	0	0	0	0	0	0	0	42
16:45	1	33	8	0	1	0	0	0	0	0	0	0	0	43
17:00	1	32	2	0	0	0	0	0	2	0	0	0	0	37
17:15	0	55	5	0	0	0	0	0	0	0	0	0	0	60
17:30	0	39	1	0	1	0	0	0	1	0	0	0	0	42
17:45	0	20	6	0	0	0	0	0	0	0	0	0	0	26
18:00	0	35	5	0	0	0	0	0	0	0	0	0	0	40
18:15	0	49	5	0	0	0	0	0	0	0	0	0	0	54
18:30	1	44	3	0	0	0	0	0	0	0	0	0	0	48
18:45	0	16	3	0	1	0	0	0	0	0	0	0	0	20
19:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
19:15	0	17	1	0	0	0	0	0	0	0	0	0	0	18
19:30	1	15	0	0	0	0	0	0	1	0	0	0	0	17
19:45	0	12	2	0	0	0	0	0	0	0	0	0	0	14
20:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
20:15	0	19	0	0	0	0	0	0	1	0	0	0	0	20
20:30	0	9	4	0	0	0	0	0	0	0	0	0	0	13
20:45	1	5	3	0	0	0	0	0	1	0	0	0	0	10
21:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
21:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10
21:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9
21:45	0	6	0	0	1	0	0	0	0	0	0	0	0	7
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	1	0	0	0	0	6
22:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
22:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
23:00	1	3	1	0	0	0	0	0	0	0	0	0	0	5
23:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
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	7	1,084	165	1	23	4	0	0	15	0	0	0	0	1,299

PM PEAK HOUR	2:30 PM
PM PEAK VOLUME	186

TOTAL: AM+PM	8	1,889	277	2	47	5	0	0	34	0	0	1	0	2,263
% OF TOTAL	0.4%	83.5%	12.2%	0.1%	2.1%	0.2%	0.0%	0.0%	1.5%	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**	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
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CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

A32223

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

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

DATE: Tuesday, March 07, 2023

CITY# San Juan Capistrano

JOB #: SC3889

CLASS1 Camino Capistrano between Rancho Capistrano DWY and Paseo de Colinas.TUE

AM	COMBINED													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
0:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
0:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
0:45	0	2	0	0	0	0	0	0	1	0	0	0	0	3
1:00	0	2	0	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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:30	0	2	1	0	0	0	0	0	1	0	0	0	0	4
4:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
5:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
5:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:30	0	10	1	0	1	0	0	0	0	0	0	0	0	12
5:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8
6:00	0	8	5	0	0	0	0	0	0	0	0	0	0	13
6:15	0	16	8	0	0	0	0	0	0	0	0	0	0	24
6:30	0	9	11	0	2	0	0	0	1	0	0	1	0	24
6:45	0	20	5	0	2	0	0	0	0	0	0	0	0	27
7:00	0	31	11	0	2	0	0	0	0	0	0	0	0	44
7:15	0	51	13	0	0	0	0	0	1	0	0	0	0	65
7:30	0	157	21	1	1	0	0	0	0	0	0	0	0	180
7:45	0	253	18	0	5	0	0	0	0	0	0	0	0	276
8:00	0	152	25	0	5	0	0	0	2	0	0	0	0	184
8:15	1	88	16	0	2	0	0	0	0	0	0	0	0	107
8:30	0	60	13	1	1	0	0	0	0	0	0	0	0	75
8:45	0	42	12	0	2	0	0	0	1	0	0	0	0	57
9:00	0	37	8	1	0	0	0	0	0	0	0	0	0	46
9:15	0	41	10	1	1	0	0	0	2	0	0	0	0	55
9:30	0	30	11	0	2	0	0	0	0	0	0	0	0	43
9:45	1	41	5	0	4	0	0	0	3	0	0	0	0	54
10:00	0	44	8	0	1	0	0	0	0	0	0	0	0	53
10:15	1	42	6	1	1	0	0	0	1	0	0	0	0	52
10:30	1	51	12	0	1	0	0	0	2	0	0	0	0	67
10:45	0	87	14	0	3	1	0	0	2	0	0	0	0	107
11:00	0	124	30	0	8	0	0	1	2	0	0	0	0	165
11:15	0	130	22	0	8	0	0	0	1	0	0	0	0	161
11:30	0	75	13	0	2	0	0	0	3	0	0	0	0	93
11:45	0	58	13	0	1	0	0	0	2	0	0	0	0	74
TOTAL	4	1,700	319	5	57	1	0	1	25	0	0	1	0	2,113

AM PEAK HOUR	7:30 AM
AM PEAK VOLUME	747

PM	COMBINED													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	58	10	0	3	0	0	0	1	0	0	0	0	72
12:15	1	43	8	0	2	0	0	0	2	0	0	0	0	56
12:30	2	56	15	0	2	0	0	0	1	0	0	0	0	76
12:45	0	51	23	0	2	1	0	0	0	0	0	0	0	77
13:00	0	53	12	0	0	1	0	0	0	0	0	0	0	66
13:15	0	63	15	0	1	0	0	0	0	0	0	0	0	79
13:30	1	63	8	0	2	0	0	0	1	0	0	0	0	75
13:45	0	58	14	0	3	0	0	0	0	0	0	0	0	75
14:00	0	42	12	0	1	0	0	0	0	0	0	0	0	55
14:15	0	58	13	0	3	1	0	0	1	0	0	0	0	76
14:30	0	94	13	1	4	1	0	0	0	0	0	0	0	113
14:45	1	116	11	0	3	1	0	0	3	0	0	0	0	135
15:00	0	91	9	0	3	0	0	0	0	0	0	0	0	103
15:15	0	89	10	0	2	0	0	0	1	0	0	0	0	102
15:30	0	80	14	0	3	0	0	0	0	0	0	0	0	97
15:45	0	90	9	0	2	0	0	0	0	0	0	0	0	101
16:00	0	68	8	0	1	0	0	0	1	0	0	0	0	78
16:15	0	71	15	0	2	0	0	0	0	0	0	0	0	88
16:30	0	73	16	0	1	0	0	0	0	0	0	0	0	90
16:45	1	71	17	0	4	0	0	0	0	0	0	0	0	93
17:00	3	74	12	0	1	0	0	0	2	0	0	0	0	92
17:15	0	99	17	0	0	0	0	0	0	0	0	0	0	116
17:30	0	66	9	0	3	0	0	0	1	0	0	0	0	79
17:45	0	52	19	0	0	0	0	0	0	0	0	0	0	71
18:00	0	65	11	0	0	0	0	0	0	0	0	0	0	76
18:15	0	82	8	0	0	0	0	0	0	0	0	0	0	90
18:30	1	72	4	0	0	0	0	0	0	0	0	0	0	77
18:45	0	41	5	0	1	0	0	0	0	0	0	0	0	47
19:00	0	26	4	0	1	0	0	0	0	0	0	0	0	31
19:15	0	35	1	0	0	0	0	0	0	0	0	0	0	36
19:30	1	38	1	0	0	0	0	0	1	0	0	0	0	41
19:45	0	30	3	0	0	0	0	0	0	0	0	0	0	33
20:00	0	27	2	0	0	0	0	0	0	0	0	0	0	29
20:15	0	48	3	0	0	0	0	0	1	0	0	0	0	52
20:30	0	36	7	0	0	0	0	1	0	0	0	0	0	44
20:45	1	27	6	0	0	0	0	0	1	0	0	0	0	35
21:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21
21:15	0	19	1	0	0	0	0	0	0	0	0	0	0	20
21:30	0	17	0	0	0	0	0	0	0	0	0	0	0	17
21:45	0	15	1	0	3	0	0	0	0	0	0	0	0	19
22:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
22:15	0	8	1	0	0	0	0	0	1	0	0	0	0	10
22:30	0	8	0	0	1	0	0	0	0	0	0	0	0	9
22:45	0	12	0	0	1	0	0	0	0	0	0	0	0	13
23:00	1	7	2	0	0	0	0	0	0	0	0	0	0	10
23:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
23:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
23:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
TOTAL	13	2,337	373	1	55	5	0	1	18	0	0	0	0	2,803

PM PEAK HOUR	2:30 PM
PM PEAK VOLUME	453

TOTAL: AM+PM	17	4,037	692	6	112	6	0	2	43	0	0	1	0	4,916
% OF TOTAL	0.3%	82.1%	14.1%	0.1%	2.3%	0.1%	0.0%	0.0%	0.9%	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		

A32223

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

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

DATE: Wednesday, March 08, 2023

CITY# San Juan Capistrano

JOB #: SC3889

CLASS1 Camino Capistrano between Rancho Capistrano DWY and Paseo de Colinas.WED

AM	NORTHBOUND													
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	2	0	0	0	0	0	0	0	0	0	0	0	2
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	1	0	0	0	0	1
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	2	0	0	1	0	0	0	0	0	0	0	0	3
1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	1	1	1	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	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	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
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	2	1	0	0	0	0	0	0	0	0	0	0	3
4:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:45	0	0	3	0	0	0	0	0	0	0	0	0	0	3
6:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
6:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
6:30	0	8	6	0	0	1	0	0	0	0	0	0	0	15
6:45	0	5	8	1	0	0	0	0	0	0	0	0	0	14
7:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
7:15	0	22	8	0	0	0	0	0	0	0	0	0	0	30
7:30	0	23	8	0	0	0	0	0	0	0	0	0	0	31
7:45	0	53	3	0	2	0	0	0	0	0	0	0	0	58
8:00	0	41	15	0	2	0	0	0	0	0	0	0	0	58
8:15	0	56	13	0	1	0	0	0	0	0	0	0	0	70
8:30	0	75	15	0	0	0	0	0	0	0	0	0	0	90
8:45	0	64	15	0	0	0	0	0	0	0	0	0	0	79
9:00	0	24	10	0	3	0	0	0	0	0	0	0	0	37
9:15	0	17	6	0	1	0	0	0	0	0	0	0	0	24
9:30	0	20	10	0	1	0	0	0	0	0	0	0	0	31
9:45	0	20	5	0	2	0	0	0	0	0	0	0	0	27
10:00	1	9	9	0	0	0	0	0	0	0	0	0	0	19
10:15	0	19	10	1	0	0	0	0	0	0	0	0	0	30
10:30	0	13	9	0	3	0	0	0	0	0	0	0	0	25
10:45	0	15	11	0	1	0	0	0	0	0	0	0	0	27
11:00	0	19	6	0	0	0	0	0	0	0	0	0	0	25
11:15	0	17	8	0	2	0	0	0	0	0	0	0	0	27
11:30	1	32	10	0	1	0	0	0	0	0	0	0	0	44
11:45	0	73	18	0	1	0	0	0	0	0	0	0	0	92
TOTAL	3	668	219	2	21	1	0	0	1	0	0	0	0	915

AM PEAK HOUR	8:00 AM
AM PEAK VOLUME	297

PM	NORTHBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	76	12	0	1	0	0	0	0	0	0	0	0	89
12:15	0	52	8	0	5	0	0	0	0	0	0	0	0	65
12:30	0	33	10	0	1	0	0	0	0	0	0	0	0	44
12:45	0	23	12	0	0	0	0	0	0	0	0	0	0	35
13:00	0	23	8	0	2	0	0	0	0	0	0	0	0	33
13:15	0	45	8	0	1	0	0	0	0	0	0	0	0	54
13:30	0	25	4	0	0	0	0	0	0	0	0	0	0	29
13:45	0	30	3	0	1	0	0	0	0	0	0	0	0	34
14:00	0	31	14	0	1	1	0	0	0	0	0	0	0	47
14:15	0	29	10	0	3	0	0	0	1	0	0	0	0	43
14:30	0	32	7	1	0	0	0	0	0	0	0	0	0	40
14:45	0	36	15	0	2	0	0	0	0	0	0	0	0	53
15:00	0	39	12	0	2	0	0	0	0	0	0	0	0	53
15:15	0	39	18	0	1	0	0	0	0	0	0	0	0	58
15:30	2	39	13	1	1	0	0	0	0	0	0	0	0	56
15:45	2	33	12	0	0	0	0	0	0	0	0	0	0	47
16:00	0	38	6	0	3	0	0	0	0	0	0	0	0	47
16:15	0	28	10	0	1	1	0	0	0	0	0	0	0	40
16:30	2	40	22	0	0	0	0	0	1	0	0	0	0	65
16:45	0	33	17	0	0	0	0	0	0	0	0	0	0	50
17:00	0	31	16	0	2	0	0	0	0	0	0	0	0	49
17:15	0	29	10	0	0	0	0	0	0	0	0	0	0	39
17:30	0	32	9	0	1	0	0	0	0	0	0	0	0	42
17:45	0	20	8	1	0	0	0	0	0	0	0	0	0	29
18:00	1	16	15	1	0	0	0	0	0	0	0	0	0	33
18:15	0	13	2	0	0	0	0	0	0	0	0	0	0	15
18:30	0	28	3	0	0	0	0	0	0	0	0	0	0	31
18:45	0	16	0	0	0	0	0	0	0	0	0	0	0	16
19:00	0	32	1	1	2	0	0	0	0	0	0	0	0	36
19:15	0	12	3	0	0	0	0	0	0	0	0	0	0	15
19:30	0	19	0	0	0	0	0	0	0	0	0	0	0	19
19:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11
20:00	0	23	2	0	0	0	0	0	0	0	0	0	0	25
20:15	0	22	0	0	0	0	0	0	0	0	0	0	0	22
20:30	0	30	1	0	0	0	0	0	0	0	0	0	0	31
20:45	0	28	1	0	1	0	0	0	0	0	0	0	0	30
21:00	0	13	2	0	1	0	0	0	0	0	0	0	0	16
21:15	0	18	3	0	0	0	0	0	0	0	0	0	0	21
21:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
21:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
22:00	0	4	0	0	0	0	0	0	1	0	0	0	0	5
22:15	1	6	0	0	0	0	0	0	0	0	0	0	0	7
22:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
22:45	0	4	1	0	0	0	0	0	1	0	0	0	0	6
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	2	1	0	0	0	0	0	0	0	0	0	0	3
TOTAL	8	1,167	300	5	32	2	0	0	4	0	0	0	0	1,518

PM PEAK HOUR	12:00 PM
PM PEAK VOLUME	233

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	1,835	519	7	53	3	0	0	5	0	0	0	0	2,433
% OF TOTAL	0.5%	75.4%	21.3%	0.3%	2.2%	0.1%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	16	3,684	830	9	103	11	0	1	54	0	0	0	0	4,708
% OF TOTAL	0.3%	78.2%	17.6%	0.2%	2.2%	0.2%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

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

DATE: Wednesday, March 08, 2023
JOB #: SC3889

CITY# San Juan Capistrano
CLASS1 Camino Capistrano between Rancho Capistrano DWY and Paseo de Colinas.WED

AM	SOUTHBOUND													
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
0:15	0	1	0	0	1	0	0	0	0	0	0	0	0	2
0:30	0	2	0	0	0	0	0	0	1	0	0	0	0	3
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	1	0	0	0	0	0	0	2	0	0	0	0	3
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	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	1	0	0	0	0	0	0	0	0	0	0	1
3:00	0	1	0	0	0	0	0	0	1	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	1	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	3	1	0	0	0	0	0	0	0	0	0	0	4
4:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30	0	1	0	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	2	1	0	0	0	0	0	0	0	0	0	0	3
5:15	0	1	0	0	1	0	0	0	0	0	0	0	0	2
5:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
6:00	0	4	4	0	0	0	0	0	1	0	0	0	0	9
6:15	0	9	5	0	0	0	0	0	1	0	0	0	0	15
6:30	0	10	1	0	2	0	0	0	0	0	0	0	0	13
6:45	0	12	4	0	1	0	0	0	0	0	0	0	0	17
7:00	0	20	6	0	1	0	0	0	0	0	0	0	0	27
7:15	0	25	5	0	0	0	0	0	0	0	0	0	0	30
7:30	0	48	3	1	1	0	0	0	0	0	0	0	0	53
7:45	0	75	7	0	0	0	0	0	1	0	0	0	0	83
8:00	0	56	3	0	0	0	0	0	0	0	0	0	0	59
8:15	0	67	7	0	0	0	0	0	0	0	0	0	0	74
8:30	0	96	11	0	0	0	0	0	0	0	0	0	0	107
8:45	0	53	6	0	1	0	0	0	0	0	0	0	0	60
9:00	0	32	3	0	2	0	0	0	0	0	0	0	0	37
9:15	1	52	5	0	0	0	0	0	1	0	0	0	0	59
9:30	0	32	6	0	2	0	0	0	2	0	0	0	0	42
9:45	0	19	4	0	2	0	0	1	2	0	0	0	0	28
10:00	0	24	6	0	0	0	0	0	0	0	0	0	0	30
10:15	0	20	3	0	2	1	0	0	0	0	0	0	0	26
10:30	0	20	9	0	0	0	0	0	3	0	0	0	0	32
10:45	0	29	4	0	1	0	0	0	0	0	0	0	0	34
11:00	0	31	2	0	2	0	0	0	1	0	0	0	0	36
11:15	0	26	4	0	2	1	0	0	1	0	0	0	0	34
11:30	0	17	2	0	1	1	0	0	3	0	0	0	0	24
11:45	0	26	5	0	2	0	0	0	3	0	0	0	0	36
TOTAL	1	827	120	1	25	3	0	1	23	0	0	0	0	1,001

AM PEAK HOUR	7:45 AM
AM PEAK VOLUME	323

PM	SOUTHBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	1	31	5	0	1	0	0	0	0	0	0	0	0	38
12:15	0	24	2	0	3	0	0	0	0	0	0	0	0	29
12:30	0	38	7	0	1	0	0	0	1	0	0	0	0	47
12:45	0	33	3	0	0	0	0	0	1	0	0	0	0	37
13:00	0	24	1	0	0	0	0	0	1	0	0	0	0	26
13:15	0	38	4	0	1	0	0	0	0	0	0	0	0	43
13:30	0	31	8	0	2	0	0	0	2	0	0	0	0	43
13:45	0	27	5	0	2	0	0	0	0	0	0	0	0	34
14:00	0	24	7	0	3	0	0	0	1	0	0	0	0	35
14:15	0	40	7	0	4	0	0	0	1	0	0	0	0	52
14:30	0	36	9	0	0	1	0	0	0	0	0	0	0	46
14:45	0	50	9	1	0	0	0	0	2	0	0	0	0	62
15:00	0	27	8	0	0	1	0	0	2	0	0	0	0	38
15:15	0	34	4	0	0	0	0	0	1	0	0	0	0	39
15:30	0	27	6	0	0	0	0	0	1	0	0	0	0	34
15:45	0	39	10	0	0	0	0	0	1	0	0	0	0	50
16:00	0	24	9	0	1	0	0	0	1	0	0	0	0	35
16:15	0	28	7	0	2	0	0	0	0	0	0	0	0	37
16:30	1	29	7	0	0	0	0	0	0	0	0	0	0	37
16:45	1	24	7	0	1	0	0	0	2	0	0	0	0	35
17:00	1	26	3	0	0	0	0	0	0	0	0	0	0	30
17:15	0	25	7	0	0	0	0	0	0	0	0	0	0	32
17:30	0	32	6	0	0	0	0	0	0	0	0	0	0	38
17:45	0	27	1	0	1	0	0	0	0	0	0	0	0	29
18:00	0	24	8	0	0	0	0	0	1	0	0	0	0	33
18:15	0	29	4	0	0	1	0	0	1	0	0	0	0	35
18:30	0	25	6	0	1	0	0	0	1	0	0	0	0	33
18:45	0	32	4	0	1	0	0	0	1	0	0	0	0	38
19:00	0	24	7	0	0	0	0	0	0	0	0	0	0	31
19:15	0	11	3	0	0	0	0	0	1	0	0	0	0	15
19:30	0	8	2	0	0	0	0	0	0	0	0	0	0	10
19:45	0	17	1	0	0	0	0	0	0	0	0	0	0	18
20:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
20:15	0	14	3	0	1	1	0	0	0	0	0	0	0	19
20:30	0	12	2	0	0	1	0	0	0	0	0	0	0	15
20:45	0	10	2	0	0	0	0	0	0	0	0	0	0	12
21:00	0	9	0	0	0	0	0	0	1	0	0	0	0	10
21:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
21:30	0	12	1	0	0	0	0	0	1	0	0	0	0	14
21:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
22:00	0	8	1	0	0	0	0	0	1	0	0	0	0	10
22:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8
22:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
22:45	0	2	1	0	0	0	0	0	1	0	0	0	0	4
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL	4	1,022	191	1	25	5	0	0	26	0	0	0	0	1,274

PM PEAK HOUR	2:15 PM
PM PEAK VOLUME	198

TOTAL: AM+PM	5	1,849	311	2	50	8	0	1	49	0	0	0	0	2,275
% OF TOTAL	0.2%	81.3%	13.7%	0.1%	2.2%	0.4%	0.0%	0.0%	2.2%	0.0%	0.0%	0.0%	0.0%	100.0%

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

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		

A32223

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

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

DATE: Wednesday, March 08, 2023

CITY# San Juan Capistrano

JOB #: SC3889

CLASS1 Camino Capistrano between Rancho Capistrano DWY and Paseo de Colinas.WED

AM	COMBINED													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
0:15	0	3	0	0	1	0	0	0	0	0	0	0	0	4
0:30	0	2	0	0	0	0	0	0	1	0	0	0	0	3
0:45	0	3	0	0	0	0	0	0	1	0	0	0	0	4
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	2	0	0	0	0	3
1:30	0	3	0	0	1	0	0	0	0	0	0	0	0	4
1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	1	1	1	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	0	0	0	0	0	0
2:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00	0	2	0	0	0	0	0	0	1	0	0	0	0	3
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:30	0	2	2	0	1	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	3	1	0	0	0	0	0	0	0	0	0	0	4
4:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30	0	3	1	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	3	2	0	0	0	0	0	0	0	0	0	0	5
5:15	0	2	0	0	1	0	0	0	0	0	0	0	0	3
5:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:45	0	3	4	0	0	0	0	0	0	0	0	0	0	7
6:00	0	5	7	0	0	0	0	0	1	0	0	0	0	13
6:15	0	12	7	0	0	0	0	0	1	0	0	0	0	20
6:30	0	18	7	0	2	1	0	0	0	0	0	0	0	28
6:45	0	17	12	1	1	0	0	0	0	0	0	0	0	31
7:00	0	31	10	0	1	0	0	0	0	0	0	0	0	42
7:15	0	47	13	0	0	0	0	0	0	0	0	0	0	60
7:30	0	71	11	1	1	0	0	0	0	0	0	0	0	84
7:45	0	128	10	0	2	0	0	0	1	0	0	0	0	141
8:00	0	97	18	0	2	0	0	0	0	0	0	0	0	117
8:15	0	123	20	0	1	0	0	0	0	0	0	0	0	144
8:30	0	171	26	0	0	0	0	0	0	0	0	0	0	197
8:45	0	117	21	0	1	0	0	0	0	0	0	0	0	139
9:00	0	56	13	0	5	0	0	0	0	0	0	0	0	74
9:15	1	69	11	0	1	0	0	0	1	0	0	0	0	83
9:30	0	52	16	0	3	0	0	0	2	0	0	0	0	73
9:45	0	39	9	0	4	0	0	1	2	0	0	0	0	55
10:00	1	33	15	0	0	0	0	0	0	0	0	0	0	49
10:15	0	39	13	1	2	1	0	0	0	0	0	0	0	56
10:30	0	33	18	0	3	0	0	0	3	0	0	0	0	57
10:45	0	44	15	0	2	0	0	0	0	0	0	0	0	61
11:00	0	50	8	0	2	0	0	0	1	0	0	0	0	61
11:15	0	43	12	0	4	1	0	0	1	0	0	0	0	61
11:30	1	49	12	0	2	1	0	0	3	0	0	0	0	68
11:45	0	99	23	0	3	0	0	0	3	0	0	0	0	128
TOTAL	4	1,495	339	3	46	4	0	1	24	0	0	0	0	1,916

AM PEAK HOUR	7:45 AM
AM PEAK VOLUME	599

PM	COMBINED													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	1	107	17	0	2	0	0	0	0	0	0	0	0	127
12:15	0	76	10	0	8	0	0	0	0	0	0	0	0	94
12:30	0	71	17	0	2	0	0	0	1	0	0	0	0	91
12:45	0	56	15	0	0	0	0	0	1	0	0	0	0	72
13:00	0	47	9	0	2	0	0	0	1	0	0	0	0	59
13:15	0	83	12	0	2	0	0	0	0	0	0	0	0	97
13:30	0	56	12	0	2	0	0	0	2	0	0	0	0	72
13:45	0	57	8	0	3	0	0	0	0	0	0	0	0	68
14:00	0	55	21	0	4	1	0	0	1	0	0	0	0	82
14:15	0	69	17	0	7	0	0	0	2	0	0	0	0	95
14:30	0	68	16	1	0	1	0	0	0	0	0	0	0	86
14:45	0	86	24	1	2	0	0	0	2	0	0	0	0	115
15:00	0	66	20	0	2	1	0	0	2	0	0	0	0	91
15:15	0	73	22	0	1	0	0	0	1	0	0	0	0	97
15:30	2	66	19	1	1	0	0	0	1	0	0	0	0	90
15:45	2	72	22	0	0	0	0	0	1	0	0	0	0	97
16:00	0	62	15	0	4	0	0	0	1	0	0	0	0	82
16:15	0	56	17	0	3	1	0	0	0	0	0	0	0	77
16:30	3	69	29	0	0	0	0	0	1	0	0	0	0	102
16:45	1	57	24	0	1	0	0	0	2	0	0	0	0	85
17:00	1	57	19	0	2	0	0	0	0	0	0	0	0	79
17:15	0	54	17	0	0	0	0	0	0	0	0	0	0	71
17:30	0	64	15	0	1	0	0	0	0	0	0	0	0	80
17:45	0	47	9	1	1	0	0	0	0	0	0	0	0	58
18:00	1	40	23	1	0	0	0	0	1	0	0	0	0	66
18:15	0	42	6	0	0	1	0	0	1	0	0	0	0	50
18:30	0	53	9	0	1	0	0	0	1	0	0	0	0	64
18:45	0	48	4	0	1	0	0	0	1	0	0	0	0	54
19:00	0	56	8	1	2	0	0	0	0	0	0	0	0	67
19:15	0	23	6	0	0	0	0	0	1	0	0	0	0	30
19:30	0	27	2	0	0	0	0	0	0	0	0	0	0	29
19:45	0	28	1	0	0	0	0	0	0	0	0	0	0	29
20:00	0	36	3	0	0	0	0	0	0	0	0	0	0	39
20:15	0	36	3	0	1	1	0	0	0	0	0	0	0	41
20:30	0	42	3	0	0	1	0	0	0	0	0	0	0	46
20:45	0	38	3	0	1	0	0	0	0	0	0	0	0	42
21:00	0	22	2	0	1	0	0	0	1	0	0	0	0	26
21:15	0	23	3	0	0	0	0	0	0	0	0	0	0	26
21:30	0	17	1	0	0	0	0	0	1	0	0	0	0	19
21:45	0	11	1	0	0	0	0	0	0	0	0	0	0	12
22:00	0	12	1	0	0	0	0	0	2	0	0	0	0	15
22:15	1	13	1	0	0	0	0	0	0	0	0	0	0	15
22:30	0	11	2	0	0	0	0	0	0	0	0	0	0	13
22:45	0	6	2	0	0	0	0	0	2	0	0	0	0	10
23:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
23:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8
23:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9
23:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
TOTAL	12	2,189	491	6	57	7	0	0	30	0	0	0	0	2,792

PM PEAK HOUR	2:45 PM
PM PEAK VOLUME	393

TOTAL: AM+PM	16	3,684	830	9	103	11	0	1	54	0	0	0	0	4,708
% OF TOTAL	0.3%	78.2%	17.6%	0.2%	2.2%	0.2%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	100.0%

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
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CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, Mar 7, 23

LOCATION: San Juan Capistrano
NORTH & SOUTH: Camino Capistrano
EAST & WEST: Rancho Capistrano DWY

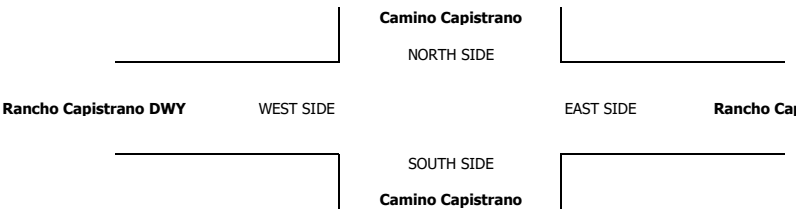
PROJECT #: SC3889
LOCATION #: 1
CONTROL: STOP E

NOTES:
Rancho Capistrano Closed: 8:07:45-8:08:50; 8:27:10-8:28:10. 17:08:35-17:09:30

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

☑ Add U-Turns to Left Turns

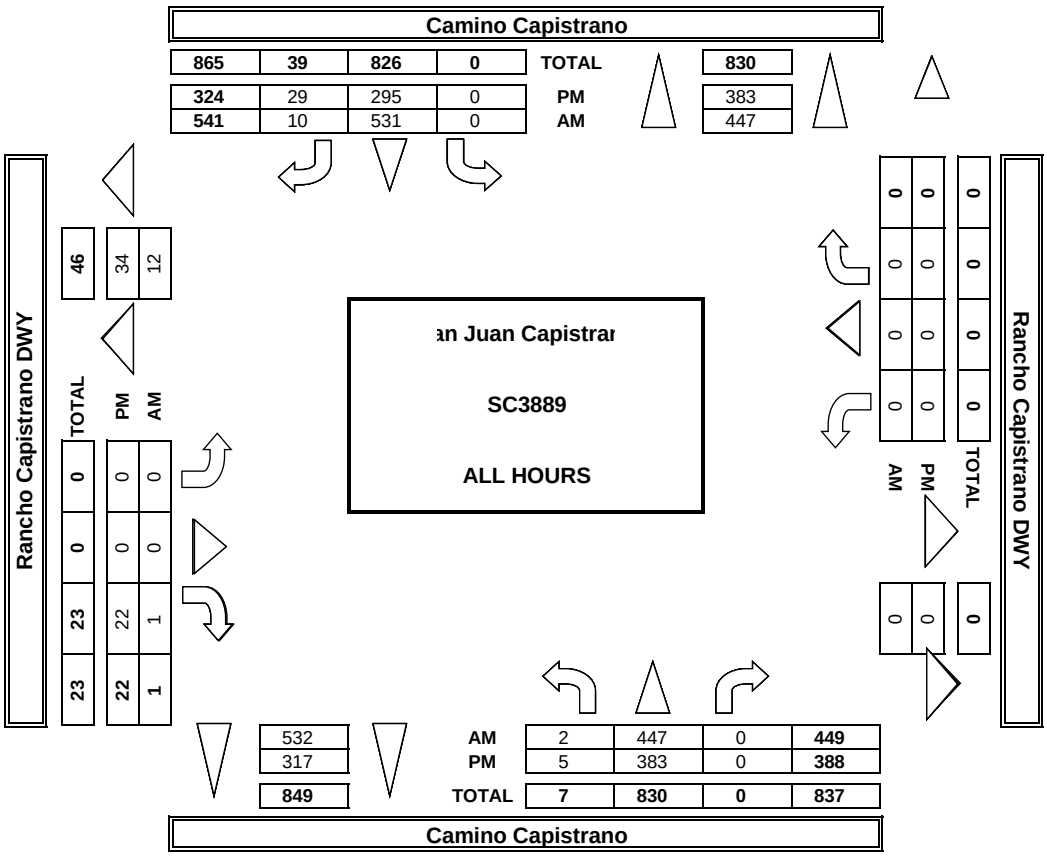
		NORTHBOUND Camino Capistrano			SOUTHBOUND Camino Capistrano			EASTBOUND Rancho Capistrano DWY			WESTBOUND Rancho Capistrano DWY				U-TURNS				
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL X	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	16	0	0	28	0	0	0	0	0	0	0	44	0	0	0	0	0
	7:15 AM	0	26	0	0	39	0	0	0	0	0	0	0	65	0	0	0	0	0
	7:30 AM	1	59	0	0	120	1	0	0	0	0	0	0	181	0	0	0	0	0
	7:45 AM	0	116	0	0	158	2	0	0	0	0	0	0	276	0	0	0	0	0
	8:00 AM	0	118	0	0	64	2	0	0	0	0	0	0	184	0	0	0	0	0
	8:15 AM	1	51	0	0	54	2	0	0	0	0	0	0	108	0	0	0	0	0
	8:30 AM	0	38	0	0	36	1	0	0	0	0	0	0	75	0	0	0	0	0
	8:45 AM	0	23	0	0	32	2	0	0	1	0	0	0	58	0	0	0	0	0
	VOLUMES	2	447	0	0	531	10	0	0	1	0	0	0	991	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	98%	2%	0%	0%	100%	0%	0%	0%						
	APP/DEPART	449	/	447	541	/	532	1	/	0	0	/	12	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	2	344	0	0	396	7	0	0	0	0	0	0	749					
	APPROACH %	1%	99%	0%	0%	98%	2%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.733			0.630			0.000			0.000		0.678					
	APP/DEPART	346	/	344	403	/	396	0	/	0	0	/	9	0					
PM	4:00 PM	1	40	0	0	36	2	0	0	3	0	0	0	82	0	0	0	0	0
	4:15 PM	0	52	0	0	36	0	0	0	3	0	0	0	91	0	0	0	0	0
	4:30 PM	0	48	0	0	42	0	0	0	3	0	0	0	93	0	0	0	0	0
	4:45 PM	0	50	0	0	41	2	0	0	1	0	0	0	94	0	0	0	0	0
	5:00 PM	0	55	0	0	36	1	0	0	3	0	0	0	95	0	0	0	0	0
	5:15 PM	1	56	0	0	49	11	0	0	2	0	0	0	119	0	0	0	0	0
	5:30 PM	0	37	0	0	36	6	0	0	3	0	0	0	82	0	0	0	0	0
	5:45 PM	3	45	0	0	19	7	0	0	4	0	0	0	78	0	0	0	0	0
	VOLUMES	5	383	0	0	295	29	0	0	22	0	0	0	734	0	0	0	0	0
	APPROACH %	1%	99%	0%	0%	91%	9%	0%	0%	100%	0%	0%	0%						
	APP/DEPART	388	/	383	324	/	317	22	/	0	0	/	34	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	1	209	0	0	168	14	0	0	9	0	0	0	401					
	APPROACH %	0%	100%	0%	0%	92%	8%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.921			0.758			0.750			0.000		0.842					
	APP/DEPART	210	/	209	182	/	177	9	/	0	0	/	15	0					

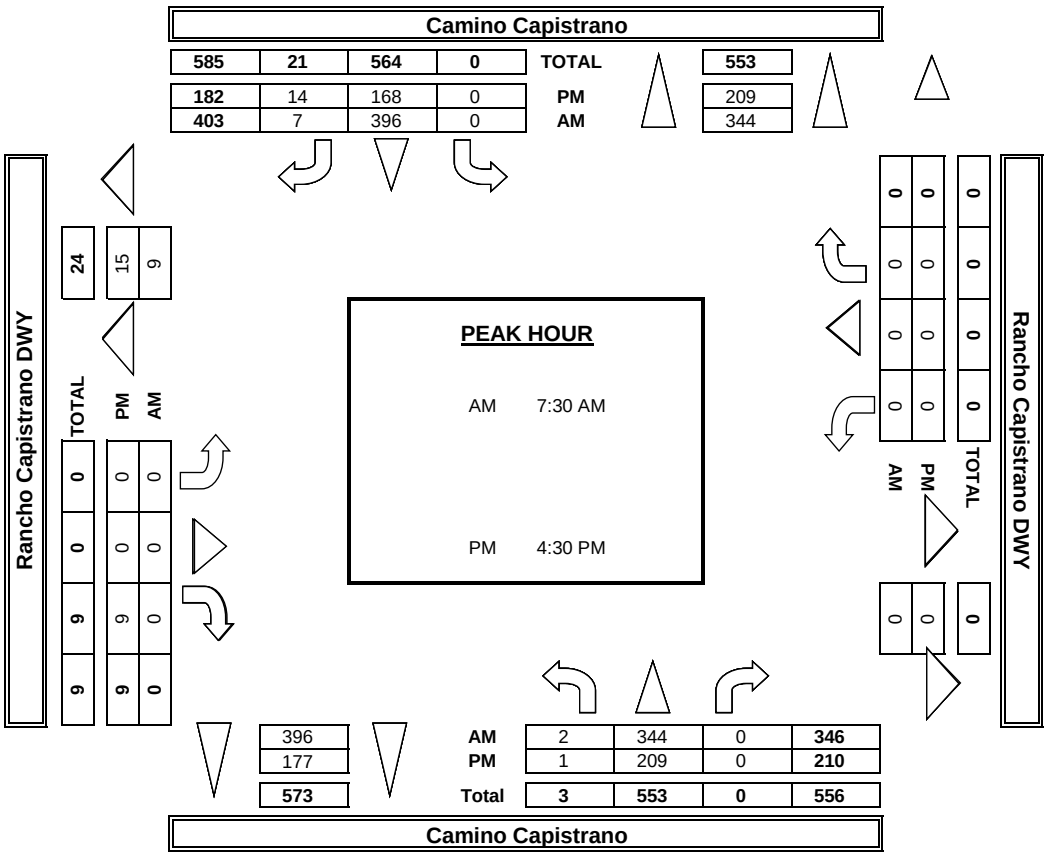


		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	8:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	8:30 AM	0	0	1	1	2	0	0	0	0	0	0	0	1	1	2
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	2	3	5	0	0	0	0	0	0	0	2	3	5
PM	4:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	1	0	1	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	0	0
	5:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	5:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	TOTAL	0	0	2	2	4	0	0	0	0	0	0	0	2	2	4

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Juan Capistrano	PROJECT #:	SC3889
3/7/23	NORTH & SOUTH:	Camino Capistrano	LOCATION #:	1
TUESDAY	EAST & WEST:	Rancho Capistrano DWY	CONTROL:	STOP E

	NOTES:									AM		▲ N	
PCE Adjusted	Class	1	2	3	4	5	6			PM			
	Factor	1	1.5	2	3	2	2			MD	◄ W		E ►
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Camino Capistrano			SOUTHBOUND Camino Capistrano			EASTBOUND Rancho Capistrano DWY			WESTBOUND Rancho Capistrano DWY				U-TURNS				
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL X	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	18	0	0	31	0	0	0	0	0	0	0	49					0
	7:15 AM	0	27	0	0	43	0	0	0	0	0	0	0	70					0
	7:30 AM	1	60	0	0	121	1	0	0	0	0	0	0	183					0
	7:45 AM	0	119	0	0	160	3	0	0	0	0	0	0	282					0
	8:00 AM	0	120	0	0	71	2	0	0	0	0	0	0	193					0
	8:15 AM	1	54	0	0	54	2	0	0	0	0	0	0	111					0
	8:30 AM	0	41	0	0	37	1	0	0	0	0	0	0	79					0
	8:45 AM	0	23	0	0	35	2	0	0	2	0	0	0	62					0
	VOLUMES	2	460	0	0	552	11	0	0	2	0	0	0	1,026	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	98%	2%	0%	0%	100%	0%	0%	0%						
	APP/DEPART	462	/	460	563	/	554	2	/	0	0	/	13	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	2	353	0	0	406	8	0	0	0	0	0	0	768					
	APPROACH %	1%	99%	0%	0%	98%	2%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.739			0.636			0.000			0.000		0.682					
	APP/DEPART	355	/	353	414	/	406	0	/	0	0	/	10	0					
PM	4:00 PM	1	40	0	0	38	2	0	0	4	0	0	0	85					0
	4:15 PM	0	54	0	0	37	0	0	0	3	0	0	0	93					0
	4:30 PM	0	49	0	0	44	0	0	0	3	0	0	0	96					0
	4:45 PM	0	53	0	0	42	2	0	0	1	0	0	0	98					0
	5:00 PM	0	56	0	0	40	1	0	0	3	0	0	0	100					0
	5:15 PM	1	57	0	0	50	11	0	0	2	0	0	0	121					0
	5:30 PM	0	38	0	0	39	6	0	0	3	0	0	0	86					0
	5:45 PM	3	47	0	0	19	7	0	0	4	0	0	0	80					0
	VOLUMES	5	392	0	0	308	29	0	0	23	0	0	0	756	0	0	0	0	0
	APPROACH %	1%	99%	0%	0%	91%	9%	0%	0%	100%	0%	0%	0%						
	APP/DEPART	397	/	392	337	/	331	23	/	0	0	/	34	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	1	214	0	0	176	14	0	0	9	0	0	0	414					
	APPROACH %	0%	100%	0%	0%	93%	7%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.925			0.779			0.750			0.000		0.854					
	APP/DEPART	215	/	214	190	/	185	9	/	0	0	/	15	0					

Camino Capistrano

NORTH SIDE

Rancho Capistrano DWY WEST SIDE EAST SIDE **Rancho Capistrano DWY**

SOUTH SIDE

Camino Capistrano

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Juan Capistrano	PROJECT #:	SC3889
3/7/23	NORTH & SOUTH:	Camino Capistrano	LOCATION #:	1
TUESDAY	EAST & WEST:	Rancho Capistrano DWY	CONTROL:	STOP E

CLASS 1: PASSENGER VEHICLES

NOTES:

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

		NORTHBOUND Camino Capistrano			SOUTHBOUND Camino Capistrano			EASTBOUND Rancho Capistrano DWY			WESTBOUND Rancho Capistrano DWY				U-TURNS				
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL X	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	14	0	0	25	0	0	0	0	0	0	0	39	0	0	0	0	0
	7:15 AM	0	25	0	0	35	0	0	0	0	0	0	0	60	0	0	0	0	0
	7:30 AM	1	57	0	0	119	1	0	0	0	0	0	0	178	0	0	0	0	0
	7:45 AM	0	112	0	0	155	1	0	0	0	0	0	0	268	0	0	0	0	0
	8:00 AM	0	114	0	0	59	2	0	0	0	0	0	0	175	0	0	0	0	0
	8:15 AM	1	47	0	0	54	2	0	0	0	0	0	0	104	0	0	0	0	0
	8:30 AM	0	34	0	0	34	1	0	0	0	0	0	0	69	0	0	0	0	0
	8:45 AM	0	23	0	0	29	2	0	0	0	0	0	0	54	0	0	0	0	0
	VOLUMES	2	426	0	0	510	9	0	0	0	0	0	0	947	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	98%	2%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	428	/	426	519	/	510	0	/	0	0	/	11	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	2	330	0	0	387	6	0	0	0	0	0	0	725					
	APPROACH %	1%	99%	0%	0%	98%	2%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.728			0.630			0.000			0.000		0.676					
	APP/DEPART	332	/	330	393	/	387	0	/	0	0	/	8	0					
PM	4:00 PM	1	40	0	0	35	2	0	0	2	0	0	0	80	0	0	0	0	0
	4:15 PM	0	49	0	0	35	0	0	0	3	0	0	0	87	0	0	0	0	0
	4:30 PM	0	47	0	0	39	0	0	0	3	0	0	0	89	0	0	0	0	0
	4:45 PM	0	46	0	0	39	2	0	0	1	0	0	0	88	0	0	0	0	0
	5:00 PM	0	54	0	0	34	1	0	0	3	0	0	0	92	0	0	0	0	0
	5:15 PM	1	54	0	0	47	11	0	0	2	0	0	0	115	0	0	0	0	0
	5:30 PM	0	35	0	0	34	6	0	0	3	0	0	0	78	0	0	0	0	0
	5:45 PM	3	42	0	0	19	7	0	0	4	0	0	0	75	0	0	0	0	0
	VOLUMES	5	367	0	0	282	29	0	0	21	0	0	0	704	0	0	0	0	0
	APPROACH %	1%	99%	0%	0%	91%	9%	0%	0%	100%	0%	0%	0%						
	APP/DEPART	372	/	367	311	/	303	21	/	0	0	/	34	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	1	201	0	0	159	14	0	0	9	0	0	0	384					
	APPROACH %	0%	100%	0%	0%	92%	8%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.918			0.746			0.750			0.000		0.835					
	APP/DEPART	202	/	201	173	/	168	9	/	0	0	/	15	0					

Camino Capistrano

NORTH SIDE

Rancho Capistrano DWY WEST SIDE EAST SIDE **Rancho Capistrano DWY**

SOUTH SIDE

Camino Capistrano

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Juan Capistrano	PROJECT #:	SC3889
3/7/23	NORTH & SOUTH:	Camino Capistrano	LOCATION #:	1
TUESDAY	EAST & WEST:	Rancho Capistrano DWY	CONTROL:	STOP E

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

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

	NORTHBOUND Camino Capistrano			SOUTHBOUND Camino Capistrano			EASTBOUND Rancho Capistrano DWY			WESTBOUND Rancho Capistrano DWY				U-TURNS				
LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL X	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
7:15 AM	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
7:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
7:45 AM	0	2	0	0	2	1	0	0	0	0	0	0	5	0	0	0	0	0
8:00 AM	0	4	0	0	2	0	0	0	0	0	0	0	6	0	0	0	0	0
8:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
8:30 AM	0	3	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0
8:45 AM	0	0	0	0	2	0	0	0	1	0	0	0	3	0	0	0	0	0
VOLUMES	0	16	0	0	12	1	0	0	1	0	0	0	30	0	0	0	0	0
APPROACH %	0%	100%	0%	0%	92%	8%	0%	0%	100%	0%	0%	0%						
APP/DEPART	16	/	16	13	/	13	1	/	0	0	/	1	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	11	0	0	4	1	0	0	0	0	0	0	16					
APPROACH %	0%	100%	0%	0%	80%	20%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.688			0.417			0.000			0.000		0.667					
APP/DEPART	11	/	11	5	/	4	0	/	0	0	/	1	0					
PM																		
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
4:15 PM	0	3	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0
4:30 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
4:45 PM	0	3	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
5:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
5:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
VOLUMES	0	15	0	0	8	0	0	0	1	0	0	0	24	0	0	0	0	0
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%						
APP/DEPART	15	/	15	8	/	9	1	/	0	0	/	0	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	7	0	0	6	0	0	0	0	0	0	0	13					
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.583			0.750			0.000			0.000		0.650					
APP/DEPART	7	/	7	6	/	6	0	/	0	0	/	0	0					

Camino Capistrano

NORTH SIDE

Rancho Capistrano DWY WEST SIDE EAST SIDE **Rancho Capistrano DWY**

SOUTH SIDE

Camino Capistrano

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Juan Capistrano	PROJECT #:	SC3889
3/7/23	NORTH & SOUTH:	Camino Capistrano	LOCATION #:	1
TUESDAY	EAST & WEST:	Rancho Capistrano DWY	CONTROL:	STOP E

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Camino Capistrano			SOUTHBOUND Camino Capistrano			EASTBOUND Rancho Capistrano DWY			WESTBOUND Rancho Capistrano DWY				U-TURNS				
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL X	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	1	0	0	0	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	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	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		7:30 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	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	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		4:30 PM																
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1					
	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					

Camino Capistrano

NORTH SIDE

Rancho Capistrano DWY WEST SIDE EAST SIDE **Rancho Capistrano DWY**

SOUTH SIDE

Camino Capistrano

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Juan Capistrano	PROJECT #:	SC3889
3/7/23	NORTH & SOUTH:	Camino Capistrano	LOCATION #:	1
TUESDAY	EAST & WEST:	Rancho Capistrano DWY	CONTROL:	STOP E

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

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

		NORTHBOUND Camino Capistrano			SOUTHBOUND Camino Capistrano			EASTBOUND Rancho Capistrano DWY			WESTBOUND Rancho Capistrano DWY				U-TURNS				
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL X	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	1	0	0	0	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	3	0	0	0	0	0	0	0	3	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	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	0	6	0	0	0	0	0	0	0	6	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	6	/	6	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	3	0	0	0	0	0	0	0	3					
	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	3	/	3	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	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	2	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	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	4	0	0	0	0	0	0	0	4	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	4	/	4	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:30 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			0.250			0.000			0.000		0.250					
	APP/DEPART	0	/	0	2	/	2	0	/	0	0	/	0	0					

Camino Capistrano

NORTH SIDE

Rancho Capistrano DWY WEST SIDE EAST SIDE **Rancho Capistrano DWY**

SOUTH SIDE

Camino Capistrano

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Juan Capistrano	PROJECT #:	SC3889
3/7/23	NORTH & SOUTH:	Camino Capistrano	LOCATION #:	1
TUESDAY	EAST & WEST:	Rancho Capistrano DWY	CONTROL:	STOP E

CLASS 5:	NOTES:	AM / PM / MD / OTHER / OTHER
RV		▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Camino Capistrano			SOUTHBOUND Camino Capistrano			EASTBOUND Rancho Capistrano DWY			WESTBOUND Rancho Capistrano DWY				U-TURNS				
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL X	ET X	ER 1	WL X	WT X	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	1	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	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		7:30 AM																
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1					
	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		4:30 PM																
	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					

Camino Capistrano

NORTH SIDE

Rancho Capistrano DWY WEST SIDE EAST SIDE **Rancho Capistrano DWY**

SOUTH SIDE

Camino Capistrano

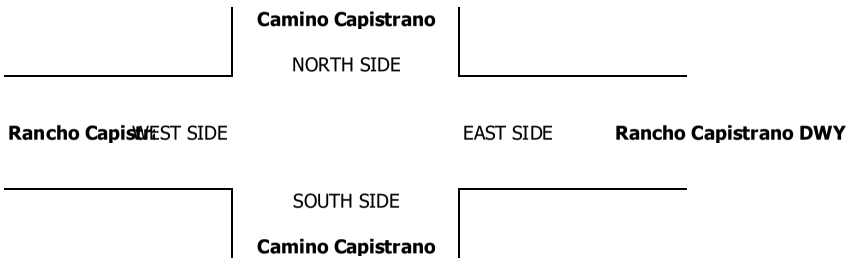
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Juan Capistrano	PROJECT #:	SC3889
3/7/23	NORTH & SOUTH:	Camino Capistrano	LOCATION #:	1
TUESDAY	EAST & WEST:	Rancho Capistrano DWY	CONTROL:	STOP E

CLASS 6:	NOTES:	AM / PM / MD / OTHER / OTHER
BUSES		▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Camino Capistrano			SOUTHBOUND Camino Capistrano			EASTBOUND Rancho Capistrano DWY			WESTBOUND Rancho Capistrano DWY				U-TURNS				
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL X	ET X	ER 1	WL X	WT X	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	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	2	0	0	0	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	4	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	4	/	4	1	/	1	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	3	0	0	1	0	0	0	0	0	0	0	4					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.375			0.250			0.000			0.000		0.500					
	APP/DEPART	3	/	3	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	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

T020624

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

DATE:				
Thu, May 16, 24	LOCATION:	Laguna Niguel	PROJECT #:	SC4699
	NORTH & SOUTH:	Camarino Capistrano	LOCATION #:	2
	EAST & WEST:	Avery Pkwy	CONTROL:	SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND Camarino Capistrano			SOUTHBOUND Camarino Capistrano			EASTBOUND Avery Pkwy			WESTBOUND Avery Pkwy				U-TURNS				
	LANES:	NL X	NT 1	NR 1	SL 2	ST 1	SR X	EL X	ET X	ER X	WL 1	WT X	WR 2	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	12	10	112	17	0	0	0	0	18	0	75	244	0	0	0	1	1
	7:15 AM	0	23	8	135	23	0	0	0	0	22	0	91	302	0	0	0	1	1
	7:30 AM	0	27	5	135	35	0	0	0	0	57	0	101	360	0	1	0	0	1
	7:45 AM	0	40	23	127	48	0	0	0	0	55	0	115	408	0	0	0	0	0
	8:00 AM	0	37	45	158	59	0	0	0	0	67	0	138	504	0	0	0	0	0
	8:15 AM	0	39	35	147	80	0	0	0	0	57	0	113	471	0	0	0	0	0
	8:30 AM	0	42	36	117	30	0	0	0	0	13	0	112	350	0	0	0	0	0
	8:45 AM	0	15	13	153	19	0	0	0	0	18	0	127	345	0	0	0	0	0
	VOLUMES	0	235	175	1,084	311	0	0	0	0	307	0	872	2,987	0	1	0	2	3
	APPROACH %	0%	57%	43%	78%	22%	0%	0%	0%	0%	26%	0%	74%						
	APP/DEPART	410	/	1,108	1,396	/	618	0	/	1,261	1,181	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	143	108	567	222	0	0	0	0	236	0	467	1,744	0	1	0	0	
	APPROACH %	0%	57%	43%	72%	28%	0%	0%	0%	0%	34%	0%	66%						
	PEAK HR FACTOR		0.765			0.870			0.000			0.857		0.865					
	APP/DEPART	251	/	611	790	/	458	0	/	675	703	/	0	0					
PM	4:00 PM	0	44	34	126	32	0	0	0	0	31	0	166	433	0	0	0	0	0
	4:15 PM	0	30	22	118	31	0	0	0	0	35	0	192	428	0	0	0	1	1
	4:30 PM	0	31	26	122	23	0	0	0	0	22	0	162	386	0	0	0	0	0
	4:45 PM	0	39	33	152	30	0	0	0	0	24	0	141	419	0	0	0	0	0
	5:00 PM	0	32	21	175	28	0	0	0	0	24	0	151	431	0	0	0	1	1
	5:15 PM	0	33	32	130	33	0	0	0	0	32	0	168	428	0	0	0	0	0
	5:30 PM	0	35	21	154	25	0	0	0	0	24	0	144	403	0	0	0	1	1
	5:45 PM	0	33	22	146	27	0	0	0	0	21	0	149	398	0	0	0	0	0
	VOLUMES	0	277	211	1,123	229	0	0	0	0	213	0	1,273	3,329	0	0	0	3	3
	APPROACH %	0%	57%	43%	83%	17%	0%	0%	0%	0%	14%	0%	85%						
	APP/DEPART	488	/	1,550	1,352	/	442	0	/	1,337	1,489	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	139	107	611	116	0	0	0	0	104	0	604	1,683	0	0	0	2	
	APPROACH %	0%	57%	43%	84%	16%	0%	0%	0%	0%	15%	0%	85%						
	PEAK HR FACTOR		0.854			0.895			0.000			0.888		0.974					
	APP/DEPART	246	/	743	727	/	220	0	/	720	710	/	0	0					

Camarino Capistrano

NORTH LEG

Avery Pkwy WEST LEG EAST LEG **Avery Pkwy**

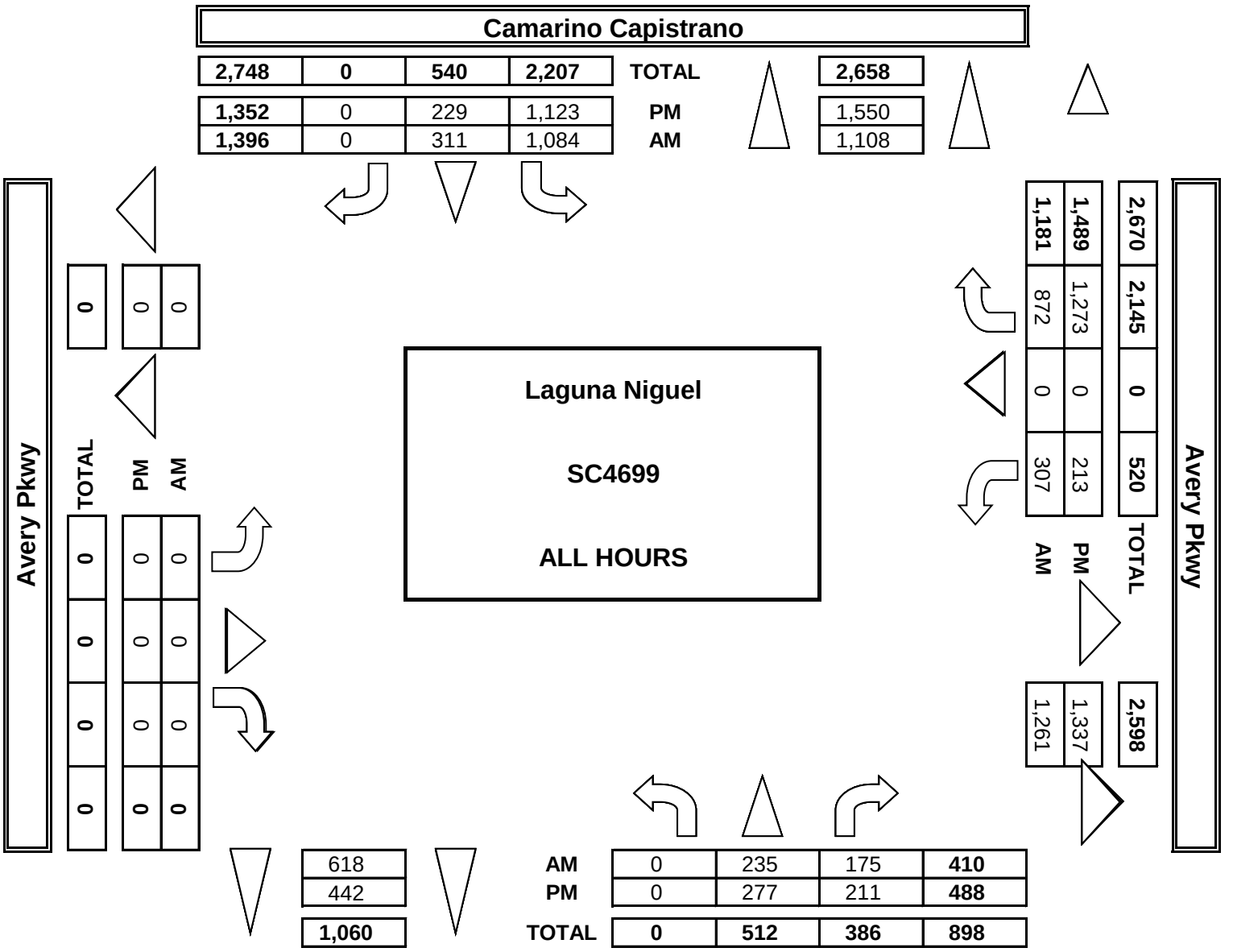
SOUTH LEG

Camarino Capistrano

		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	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
	7:30 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2
	7:45 AM	0	0	3	0	3	0	0	1	0	1	0	0	2	0	2
	8:00 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2
	8:15 AM	1	0	1	1	3	0	0	0	0	0	1	0	1	1	3
	8:30 AM	0	0	2	0	2	0	0	1	0	1	0	0	1	0	1
	8:45 AM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0
	TOTAL	1	0	8	5	14	0	0	4	0	4	1	0	4	5	10
PM	4:00 PM	0	0	2	0	2	0	0	0	0	0	0	0	2	0	2
	4:15 PM	0	2	0	2	4	0	0	0	0	0	0	2	0	2	4
	4:30 PM	0	0	3	0	3	0	0	2	0	2	0	0	1	0	1
	4:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	5:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	2	7	3	12	0	0	2	0	2	0	2	5	3	10

AimTD LLC

TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
5/16/24	LOCATION:	Laguna Niguel	PROJECT #:	SC4699
THURSDAY	NORTH & SOUTH:	Camarino Capistrano	LOCATION #:	2
	EAST & WEST:	Avery Pkwy	CONTROL:	SIGNAL

	NOTES:								
PCE	Class	1	2	3	4	5	6		
Adjusted	Factor	1	1.5	2	3	2	2		

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

	NORTHBOUND Camarino Capistrano			SOUTHBOUND Camarino Capistrano			EASTBOUND Avery Pkwy			WESTBOUND Avery Pkwy			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	X	1	1	2	1	X	X	X	X	1	X	2	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	13	12	120	18	0	0	0	0	19	0	80	261	0
	7:15 AM	0	24	9	139	24	0	0	0	0	26	0	93	315	0
	7:30 AM	0	28	5	140	38	0	0	0	0	59	0	105	373	0
	7:45 AM	0	41	26	130	49	0	0	0	0	60	0	117	422	0
	8:00 AM	0	38	46	166	60	0	0	0	0	69	0	144	522	0
	8:15 AM	0	39	35	153	81	0	0	0	0	64	0	118	489	0
	8:30 AM	0	44	39	125	32	0	0	0	0	17	0	114	370	0
	8:45 AM	0	18	15	159	20	0	0	0	0	20	0	134	364	0
	VOLUMES	0	243	185	1,131	320	0	0	0	0	333	0	903	3,114	0 0 0 0 0
	APPROACH %	0%	57%	43%	78%	22%	0%	0%	0%	0%	27%	0%	73%		
	APP/DEPART	428	/	1,146	1,451	/	652	0	/	1,316	1,236	/	0	0	
	BEGIN PEAK HR		7:30 AM												
	VOLUMES	0	145	111	589	227	0	0	0	0	251	0	483	1,805	
	APPROACH %	0%	57%	43%	72%	28%	0%	0%	0%	0%	34%	0%	66%		
	PEAK HR FACTOR		0.766			0.873			0.000			0.863		0.865	
	APP/DEPART	256	/	628	815	/	478	0	/	700	734	/	0	0	
PM	4:00 PM	0	45	34	132	34	0	0	0	0	32	0	171	447	0
	4:15 PM	0	30	22	123	32	0	0	0	0	35	0	201	442	0
	4:30 PM	0	32	26	125	25	0	0	0	0	23	0	169	399	0
	4:45 PM	0	39	34	158	32	0	0	0	0	27	0	142	432	0
	5:00 PM	0	33	21	177	30	0	0	0	0	25	0	154	438	0
	5:15 PM	0	35	34	135	34	0	0	0	0	32	0	169	438	0
	5:30 PM	0	36	21	155	26	0	0	0	0	24	0	145	406	0
	5:45 PM	0	34	24	146	28	0	0	0	0	22	0	151	403	0
	VOLUMES	0	282	215	1,150	238	0	0	0	0	219	0	1,300	3,403	0 0 0 0 0
	APPROACH %	0%	57%	43%	83%	17%	0%	0%	0%	0%	14%	0%	86%		
	APP/DEPART	497	/	1,582	1,388	/	457	0	/	1,365	1,519	/	0	0	
	BEGIN PEAK HR		4:45 PM												
	VOLUMES	0	142	110	624	121	0	0	0	0	108	0	609	1,713	
	APPROACH %	0%	56%	44%	84%	16%	0%	0%	0%	0%	15%	0%	85%		
	PEAK HR FACTOR		0.861			0.904			0.000			0.892		0.978	
	APP/DEPART	252	/	751	745	/	229	0	/	734	717	/	0	0	

Camarino Capistrano

NORTH SIDE

Avery Pkwy WEST SIDE EAST SIDE **Avery Pkwy**

SOUTH SIDE

Camarino Capistrano

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
5/16/24	LOCATION:	Laguna Niguel	PROJECT #:	SC4699
THURSDAY	NORTH & SOUTH:	Camarino Capistrano	LOCATION #:	2
	EAST & WEST:	Avery Pkwy	CONTROL:	SIGNAL

CLASS 1:	NOTES:
PASSENGER VEHICLES	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

	NORTHBOUND Camarino Capistrano			SOUTHBOUND Camarino Capistrano			EASTBOUND Avery Pkwy			WESTBOUND Avery Pkwy				U-TURNS				
LANES:	NL X	NT 1	NR 1	SL 2	ST 1	SR X	EL X	ET X	ER X	WL 1	WT X	WR 2	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	0	11	6	105	16	0	0	0	0	16	0	66	220	0	0	0	1	1
7:15 AM	0	21	7	127	21	0	0	0	0	17	0	87	280	0	0	0	1	1
7:30 AM	0	26	5	128	33	0	0	0	0	55	0	95	342	0	1	0	0	1
7:45 AM	0	39	19	121	47	0	0	0	0	51	0	111	388	0	0	0	0	0
8:00 AM	0	35	44	145	58	0	0	0	0	66	0	127	475	0	0	0	0	0
8:15 AM	0	39	35	136	78	0	0	0	0	53	0	105	446	0	0	0	0	0
8:30 AM	0	39	32	104	27	0	0	0	0	11	0	108	321	0	0	0	0	0
8:45 AM	0	11	10	142	17	0	0	0	0	15	0	115	310	0	0	0	0	0
VOLUMES	0	221	158	1,008	297	0	0	0	0	284	0	814	2,785	0	1	0	2	3
APPROACH %	0%	58%	42%	77%	23%	0%	0%	0%	0%	26%	0%	74%						
APP/DEPART	379	/	1,036	1,306	/	581	0	/	1,168	1,100	/	0	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	139	103	530	216	0	0	0	0	225	0	438	1,652	0	1	0	0	
APPROACH %	0%	57%	43%	71%	29%	0%	0%	0%	0%	34%	0%	66%						
PEAK HR FACTOR		0.766			0.873			0.000			0.859		0.869					
APP/DEPART	242	/	578	747	/	441	0	/	633	663	/	0	0					
4:00 PM	0	43	34	117	29	0	0	0	0	30	0	158	411	0	0	0	0	0
4:15 PM	0	30	22	112	30	0	0	0	0	35	0	180	409	0	0	0	1	1
4:30 PM	0	30	26	117	20	0	0	0	0	21	0	151	365	0	0	0	0	0
4:45 PM	0	39	31	141	27	0	0	0	0	21	0	139	398	0	0	0	0	0
5:00 PM	0	31	21	172	26	0	0	0	0	22	0	146	418	0	0	0	1	1
5:15 PM	0	29	29	124	32	0	0	0	0	32	0	166	412	0	0	0	0	0
5:30 PM	0	34	21	152	23	0	0	0	0	24	0	143	397	0	0	0	1	1
5:45 PM	0	32	19	146	26	0	0	0	0	20	0	146	389	0	0	0	0	0
VOLUMES	0	268	203	1,081	213	0	0	0	0	205	0	1,229	3,202	0	0	0	3	3
APPROACH %	0%	57%	43%	84%	16%	0%	0%	0%	0%	14%	0%	86%						
APP/DEPART	471	/	1,497	1,294	/	418	0	/	1,287	1,437	/	0	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	0	133	102	589	108	0	0	0	0	99	0	594	1,627	0	0	0	2	
APPROACH %	0%	57%	43%	85%	15%	0%	0%	0%	0%	14%	0%	85%						
PEAK HR FACTOR		0.839			0.880			0.000			0.878		0.971					
APP/DEPART	235	/	727	697	/	207	0	/	693	695	/	0	0					

Camarino Capistrano

NORTH SIDE

Avery Pkwy WEST SIDE EAST SIDE **Avery Pkwy**

SOUTH SIDE

Camarino Capistrano

INTERSECTION TURNING MOVEMENT COUNTS

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

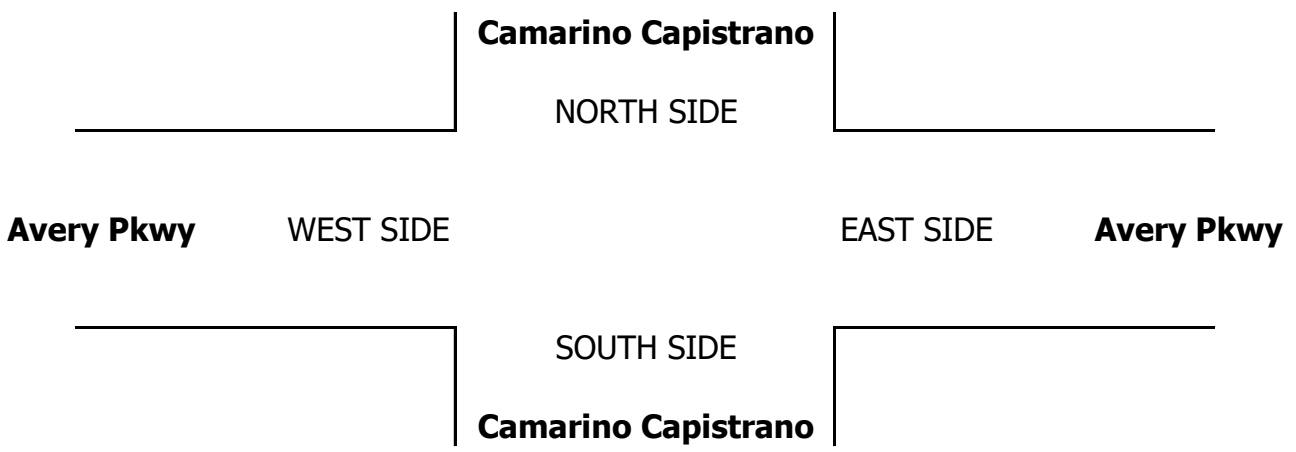
DATE:				
5/16/24	LOCATION:	Laguna Niguel	PROJECT #:	SC4699
THURSDAY	NORTH & SOUTH:	Camarino Capistrano	LOCATION #:	2
	EAST & WEST:	Avery Pkwy	CONTROL:	SIGNAL

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

AM / PM / MD / OTHER / OTHER

◄ W E ► ▲ N S ▼

		NORTHBOUND Camarino Capistrano			SOUTHBOUND Camarino Capistrano			EASTBOUND Avery Pkwy			WESTBOUND Avery Pkwy				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	X	1	1	2	1	X	X	X	X	1	X	2						
AM	7:00 AM	0	1	4	4	1	0	0	0	0	2	0	8	20	0	0	0	0	0
	7:15 AM	0	2	1	8	2	0	0	0	0	4	0	4	21	0	0	0	0	0
	7:30 AM	0	1	0	6	1	0	0	0	0	1	0	5	14	0	0	0	0	0
	7:45 AM	0	1	3	6	1	0	0	0	0	2	0	4	17	0	0	0	0	0
	8:00 AM	0	2	1	12	1	0	0	0	0	0	0	11	27	0	0	0	0	0
	8:15 AM	0	0	0	11	2	0	0	0	0	1	0	7	21	0	0	0	0	0
	8:30 AM	0	3	3	12	3	0	0	0	0	0	0	4	25	0	0	0	0	0
	8:45 AM	0	3	2	11	2	0	0	0	0	3	0	11	32	0	0	0	0	0
	VOLUMES	0	13	14	70	13	0	0	0	0	13	0	54	177	0	0	0	0	0
	APPROACH %	0%	48%	52%	84%	16%	0%	0%	0%	0%	19%	0%	81%						
	APP/DEPART	27	/	67	83	/	26	0	/	84	67	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	4	4	35	5	0	0	0	0	4	0	27	79	0	0	0	0	
	APPROACH %	0%	50%	50%	88%	13%	0%	0%	0%	0%	13%	0%	87%						
	PEAK HR FACTOR		0.500			0.769			0.000			0.705		0.731					
	APP/DEPART	8	/	31	40	/	9	0	/	39	31	/	0	0					
PM	4:00 PM	0	1	0	8	2	0	0	0	0	1	0	6	18	0	0	0	0	0
	4:15 PM	0	0	0	5	1	0	0	0	0	0	0	9	15	0	0	0	0	0
	4:30 PM	0	1	0	4	3	0	0	0	0	1	0	10	19	0	0	0	0	0
	4:45 PM	0	0	2	10	3	0	0	0	0	2	0	2	19	0	0	0	0	0
	5:00 PM	0	1	0	3	1	0	0	0	0	2	0	5	12	0	0	0	0	0
	5:15 PM	0	4	3	5	1	0	0	0	0	0	0	2	15	0	0	0	0	0
	5:30 PM	0	1	0	2	2	0	0	0	0	0	0	1	6	0	0	0	0	0
	5:45 PM	0	1	3	0	1	0	0	0	0	1	0	3	9	0	0	0	0	0
	VOLUMES	0	9	8	37	14	0	0	0	0	7	0	38	113	0	0	0	0	0
	APPROACH %	0%	53%	47%	73%	27%	0%	0%	0%	0%	16%	0%	84%						
	APP/DEPART	17	/	47	51	/	21	0	/	45	45	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	6	5	20	7	0	0	0	0	4	0	10	52	0	0	0	0	
	APPROACH %	0%	55%	45%	74%	26%	0%	0%	0%	0%	29%	0%	71%						
	PEAK HR FACTOR		0.393			0.519			0.000			0.500		0.684					
	APP/DEPART	11	/	16	27	/	11	0	/	25	14	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
5/16/24	LOCATION:	Laguna Niguel	PROJECT #:	SC4699
THURSDAY	NORTH & SOUTH:	Camarino Capistrano	LOCATION #:	2
	EAST & WEST:	Avery Pkwy	CONTROL:	SIGNAL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

◄ W E ► ▲ N S ▼

		NORTHBOUND Camarino Capistrano			SOUTHBOUND Camarino Capistrano			EASTBOUND Avery Pkwy			WESTBOUND Avery Pkwy				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	X	1	1	2	1	X	X	X	X	1	X	2						
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	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	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	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	VOLUMES	0	0	1	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	1	/	2	0	/	0	0	/	1	2	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
	APPROACH %	0%	0%	100%	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	/	0	0	/	0	0	/	1	0	/	0	0					
PM	4:00 PM	0	0	0	0	1	0	0	0	0	0	0	2	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	0	0	0	0	0	0	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	1	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	2	0	0	0	0	0	0	2	5	0	0	0	0	0
	APPROACH %	0%	0%	0%	33%	67%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	0	/	2	3	/	2	0	/	1	2	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	
	APPROACH %	0%	0%	0%	50%	50%	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	/	1	0	/	1	0	/	0	0					

Camarino Capistrano

NORTH SIDE

Avery Pkwy WEST SIDE EAST SIDE **Avery Pkwy**

SOUTH SIDE

Camarino Capistrano

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
5/16/24	LOCATION:	Laguna Niguel	PROJECT #:	SC4699
THURSDAY	NORTH & SOUTH:	Camarino Capistrano	LOCATION #:	2
	EAST & WEST:	Avery Pkwy	CONTROL:	SIGNAL

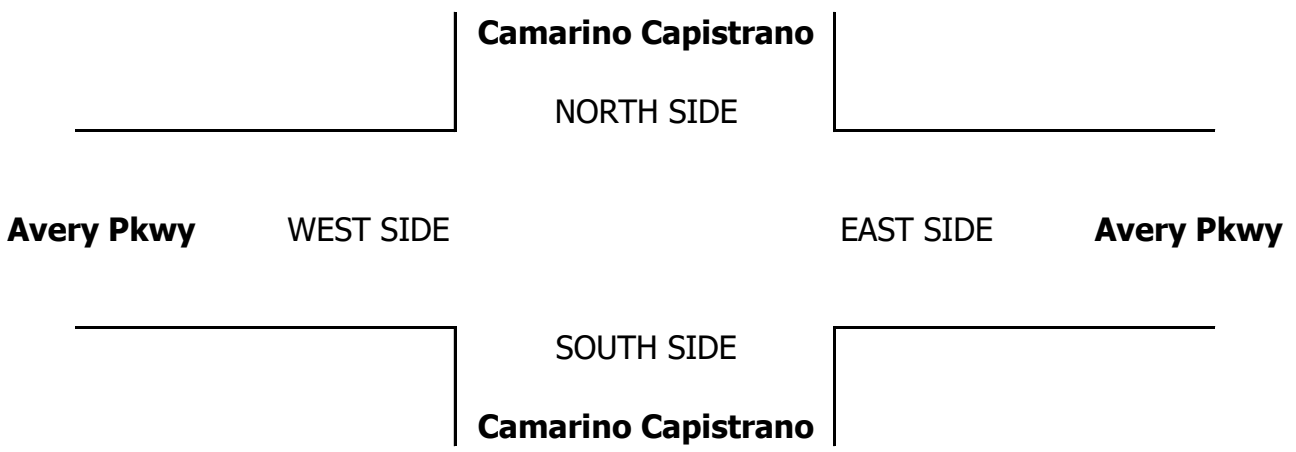
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Camarino Capistrano			SOUTHBOUND Camarino Capistrano			EASTBOUND Avery Pkwy			WESTBOUND Avery Pkwy				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	X	1	1	2	1	X	X	X	X	1	X	2						
AM																		
7:00 AM	0	0	0	3	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	1	0	0	1	0	0	0	0	0
7:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
8:00 AM	0	0	0	1	0	0	0	0	0	1	0	0	2	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0
8:30 AM	0	0	0	1	0	0	0	0	0	2	0	0	3	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	6	1	0	0	0	0	9	0	0	16	0	0	0	0	0
APPROACH %	0%	0%	0%	86%	14%	0%	0%	0%	0%	100%	0%	0%						
APP/DEPART	0	/	0	7	/	10	0	/	6	9	/	0	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	2	1	0	0	0	0	6	0	0	9	0	0	0	0	
APPROACH %	0%	0%	0%	67%	33%	0%	0%	0%	0%	100%	0%	0%						
PEAK HR FACTOR		0.000			0.375			0.000			0.500		0.750					
APP/DEPART	0	/	0	3	/	7	0	/	2	6	/	0	0					
PM																		
4:00 PM	0	0	0	1	0	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	1	2	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	1	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	1	0	0	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	0	0	0	0	0	1	0	2	6	0	0	0	0	0
APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	33%	0%	67%						
APP/DEPART	0	/	2	3	/	1	0	/	3	3	/	0	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	0	0	0	1	0	0	0	0	0	1	0	0	2	0	0	0	0	
APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%						
PEAK HR FACTOR		0.000			0.250			0.000			0.250		0.500					
APP/DEPART	0	/	0	1	/	1	0	/	1	1	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
5/16/24	LOCATION:	Laguna Niguel	PROJECT #:	SC4699
THURSDAY	NORTH & SOUTH:	Camarino Capistrano	LOCATION #:	2
	EAST & WEST:	Avery Pkwy	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Camarino Capistrano			SOUTHBOUND Camarino Capistrano			EASTBOUND Avery Pkwy			WESTBOUND Avery Pkwy				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
		X	1	1	2	1	X	X	X	X	1	X	2						
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		7:30 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	1	0	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	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	1	/	0	0	/	1	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					

Camarino Capistrano

NORTH SIDE

Avery Pkwy WEST SIDE EAST SIDE **Avery Pkwy**

SOUTH SIDE

Camarino Capistrano

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
5/16/24	LOCATION:	Laguna Niguel	PROJECT #:	SC4699
THURSDAY	NORTH & SOUTH:	Camarino Capistrano	LOCATION #:	2
	EAST & WEST:	Avery Pkwy	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

	NORTHBOUND Camarino Capistrano			SOUTHBOUND Camarino Capistrano			EASTBOUND Avery Pkwy			WESTBOUND Avery Pkwy				U-TURNS				
LANES:	NL X	NT 1	NR 1	SL 2	ST 1	SR X	EL X	ET X	ER X	WL 1	WT X	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	1	0	1	2	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	1	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	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
VOLUMES	0	1	2	0	0	0	0	0	0	1	0	2	6	0	0	0	0	0
APPROACH %	0%	33%	67%	0%	0%	0%	0%	0%	0%	33%	0%	67%						
APP/DEPART	3	/	3	0	/	1	0	/	2	3	/	0	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	1	0	2	3	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	0%	67%						
PEAK HR FACTOR		0.000			0.000			0.000			0.375		0.375					
APP/DEPART	0	/	2	0	/	1	0	/	0	3	/	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	2	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	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	2	2	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
APP/DEPART	0	/	2	0	/	0	0	/	0	2	/	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					

Camarino Capistrano

NORTH SIDE

Avery Pkwy WEST SIDE EAST SIDE **Avery Pkwy**

SOUTH SIDE

Camarino Capistrano

B. LOS Worksheets

Compass BESS

Vistro File: P:\...\Compass_BESS2_AM.vistro
Report File: P:\...\EX AM_HCM.pdf

Scenario 3 Existing-HCM
11/14/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Camino Capistrano/Rancho Capistrano (Project Access)	Two-way stop	HCM 7th Edition	NB Left	0.003	8.6	A
2	Camino Capistrano/Avery Parkway	Signalized	HCM 7th Edition	WB Right	0.615	29.7	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Camino Capistrano/Rancho Capistrano (Project Access)

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Rancho Capistrano (Project Access)	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0
Entry Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	1	0	0	0	0
Exit Pocket Length [ft]	0.00	400.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Rancho Capistrano (Project Access)	
Base Volume Input [veh/h]	2	344	396	7	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	4.07	2.27	14.29	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	344	396	7	0	0
Peak Hour Factor	0.6780	0.6780	0.6780	0.6780	1.0000	0.6780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	127	146	3	0	0
Total Analysis Volume [veh/h]	3	507	584	10	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.64	0.00	0.00	0.00	0.00	11.99
Movement LOS	A	A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.01	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.23	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.05		0.00		11.99	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.02					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: Camino Capistrano/Avery Parkway

Control Type:	Signalized	Delay (sec / veh):	29.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.615

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Avery Parkway	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	2	1	0	0	0
Entry Pocket Length [ft]	100.00	250.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Avery Parkway	
Base Volume Input [veh/h]	143	108	567	222	236	467
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.80	4.63	6.53	2.70	4.66	6.21
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	143	108	567	222	236	467
Peak Hour Factor	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	31	164	64	68	135
Total Analysis Volume [veh/h]	165	125	655	257	273	540
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	10.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Split	Permissive	Protected
Signal Group	6	0	0	2	7	4
Auxiliary Signal Groups						
Maximum Green [s]	36	0	0	10	22	22
Amber [s]	3.0	0.0	0.0	3.0	3.0	3.0
All red [s]	1.0	0.0	0.0	1.0	1.0	1.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	31	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	40	0	0	14	26	26
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	10	0	0	10	5	5
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	3.0
Minimum Recall	No			No	No	No
Maximum Recall	No			No	No	No
Pedestrian Recall	No			No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	24	24	24	24	20	20
g / C, Green / Cycle	0.30	0.30	0.30	0.30	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.10	0.05	0.22	0.15	0.17	0.22
s, saturation flow rate [veh/h]	1672	2479	3000	1674	1569	2446
c, Capacity [veh/h]	507	752	903	504	385	601
d1, Uniform Delay [s]	21.53	20.44	25.01	23.10	27.56	29.21
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.70	0.48	5.07	3.66	2.41	5.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.33	0.17	0.73	0.51	0.71	0.90
d, Delay for Lane Group [s/veh]	23.23	20.91	30.08	26.76	29.97	34.36
Lane Group LOS	C	C	C	C	C	C
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.55	0.88	5.93	4.35	4.85	5.24
50th-Percentile Queue Length [ft/ln]	63.69	21.99	148.25	108.74	121.14	130.98
95th-Percentile Queue Length [veh/ln]	4.59	1.58	9.92	7.77	8.46	8.99
95th-Percentile Queue Length [ft/ln]	114.65	39.58	248.09	194.24	211.39	224.82

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	23.23	20.91	30.08	26.76	29.97	34.36
Movement LOS	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	22.23		29.14		32.89	
Approach LOS	C		C		C	
d_I, Intersection Delay [s/veh]	29.66					
Intersection LOS	C					
Intersection V/C	0.615					

Emissions

Vehicle Miles Traveled [mph]	68.94	52.23	106.74	41.88	10.20	20.18
Stops [stops/h]	114.65	79.17	533.70	195.73	218.05	471.51
Fuel consumption [US gal/h]	4.25	3.12	11.35	4.21	3.29	7.21
CO [g/h]	297.18	218.05	793.51	293.94	229.93	504.08
NOx [g/h]	57.82	42.42	154.39	57.19	44.74	98.08
VOC [g/h]	68.87	50.54	183.90	68.12	53.29	116.83

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	31.51
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	3.017
Crosswalk LOS	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	900	250	550
d_b, Bicycle Delay [s]	12.10	30.63	21.03
l_b,int, Bicycle LOS Score for Intersection	2.038	3.064	1.560
Bicycle LOS	B	C	A

Sequence

Ring 1	2	6	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Compass BESS

Vistro File: P:\...\Compass_BESS2_AM.vistro
Report File: P:\...\EX AM_Int.2-ICU.pdf

Scenario 1 Existing
11/14/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano/Avery Parkway	Signalized	ICU 1	SB Left	0.603	-	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 2: Camino Capistrano/Avery Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.603

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Avery Parkway	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	2	1	0	0	0
Entry Pocket Length [ft]	100.00	250.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Avery Parkway	
Base Volume Input [veh/h]	143	108	567	222	236	467
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.80	4.63	6.53	2.70	4.66	6.21
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	143	108	567	222	236	467
Peak Hour Factor	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	31	164	64	68	135
Total Analysis Volume [veh/h]	165	125	655	257	273	540
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	80
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permissive	Protected
Signal Group	6	0	0	2	7	4
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.04	0.20	0.16	0.17	0.17
Intersection LOS	B					
Intersection V/C	0.603					

Compass BESS

Vistro File: P:\...\Compass_BESS2_PM.vistro
Report File: P:\...\EX PM_HCM.pdf

Scenario 3 Existing_HCM
11/14/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Camino Capistrano/Rancho Capistrano (Project Access)	Two-way stop	HCM 7th Edition	EB Right	0.013	9.3	A
2	Camino Capistrano/Avery Parkway	Signalized	HCM 7th Edition	WB Right	0.583	40.2	D

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Camino Capistrano/Rancho Capistrano (Project Access)

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Rancho Capistrano (Project Access)	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0
Entry Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	1	0	0	0	0
Exit Pocket Length [ft]	0.00	400.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Rancho Capistrano (Project Access)	
Base Volume Input [veh/h]	1	209	168	14	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.83	5.36	0.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	209	168	14	0	9
Peak Hour Factor	0.8420	0.8420	0.8420	0.8420	1.0000	0.8420
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	62	50	4	0	3
Total Analysis Volume [veh/h]	1	248	200	17	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	7.64	0.00	0.00	0.00	0.00	9.31
Movement LOS	A	A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.05	0.00	0.00	0.00	0.00	0.99
d_A, Approach Delay [s/veh]	0.03		0.00		9.31	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.23					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: Camino Capistrano/Avery Parkway

Control Type:	Signalized	Delay (sec / veh):	40.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.583

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Avery Parkway	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	2	1	0	0	0
Entry Pocket Length [ft]	100.00	250.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Avery Parkway	
Base Volume Input [veh/h]	139	107	611	116	104	604
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.32	4.67	3.60	6.90	4.81	1.66
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	139	107	611	116	104	604
Peak Hour Factor	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	27	157	30	27	155
Total Analysis Volume [veh/h]	143	110	627	119	107	620
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	10.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Split	Permissive	Protected
Signal Group	6	0	0	2	7	4
Auxiliary Signal Groups						
Maximum Green [s]	36	0	0	33	39	39
Amber [s]	3.0	0.0	0.0	3.0	3.0	3.0
All red [s]	1.0	0.0	0.0	1.0	1.0	1.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	31	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	40	0	0	37	43	43
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	10	0	0	10	5	5
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	3.0
Minimum Recall	No			No	No	No
Maximum Recall	No			No	No	No
Pedestrian Recall	No			No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	38	38	38	38	32	32
g / C, Green / Cycle	0.32	0.32	0.32	0.32	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.09	0.04	0.20	0.07	0.07	0.24
s, saturation flow rate [veh/h]	1652	2478	3073	1617	1567	2539
c, Capacity [veh/h]	525	787	971	511	417	676
d1, Uniform Delay [s]	30.59	29.24	35.26	30.30	34.66	42.73
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.28	0.37	3.31	1.07	0.32	5.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.27	0.14	0.65	0.23	0.26	0.92
d, Delay for Lane Group [s/veh]	31.87	29.61	38.57	31.36	34.98	48.25
Lane Group LOS	C	C	D	C	C	D
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.30	1.18	8.28	2.71	2.52	9.37
50th-Percentile Queue Length [ft/ln]	82.42	29.60	207.03	67.66	62.92	234.35
95th-Percentile Queue Length [veh/ln]	5.93	2.13	13.00	4.87	4.53	14.39
95th-Percentile Queue Length [ft/ln]	148.35	53.28	325.01	121.79	113.25	359.87

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	31.87	29.61	38.57	31.36	34.98	48.25
Movement LOS	C	C	D	C	C	D
d_A, Approach Delay [s/veh]	30.89		37.42		46.29	
Approach LOS	C		D		D	
d_I, Intersection Delay [s/veh]	40.20					
Intersection LOS	D					
Intersection V/C	0.583					

Emissions

Vehicle Miles Traveled [mph]	59.67	45.90	102.18	19.39	3.93	22.77
Stops [stops/h]	98.90	71.04	496.86	81.20	75.50	562.43
Fuel consumption [US gal/h]	3.93	2.94	11.87	2.01	1.34	10.13
CO [g/h]	274.71	205.84	829.91	140.25	93.70	708.19
NOx [g/h]	53.45	40.05	161.47	27.29	18.23	137.79
VOC [g/h]	63.67	47.70	192.34	32.50	21.72	164.13

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	51.34
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	3.023
Crosswalk LOS	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	550	650
d_b, Bicycle Delay [s]	29.40	31.54	27.34
l_b,int, Bicycle LOS Score for Intersection	1.977	2.791	1.560
Bicycle LOS	A	C	A

Sequence

Ring 1	2	6	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Compass BESS

Vistro File: P:\...\Compass_BESS2_PM.vistro
Report File: P:\...\EX PM_Int.2-ICU.pdf

Scenario 1 Existing
11/14/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano/Avery Parkway	Signalized	ICU 1	SB Left	0.562	-	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 2: Camino Capistrano/Avery Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.562

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Avery Parkway	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	2	1	0	0	0
Entry Pocket Length [ft]	100.00	250.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Avery Parkway	
Base Volume Input [veh/h]	139	107	611	116	104	604
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.32	4.67	3.60	6.90	4.81	1.66
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	139	107	611	116	104	604
Peak Hour Factor	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	27	157	30	27	155
Total Analysis Volume [veh/h]	143	110	627	119	107	620
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	120
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permissive	Protected
Signal Group	6	0	0	2	7	4
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.03	0.20	0.07	0.07	0.19
Intersection LOS	A					
Intersection V/C	0.562					

Compass BESS

Vistro File: P:\...\Compass_BESS3_AM.vistro
Report File: P:\...\EX+P AM_HCM.pdf

Scenario 4 Existing plus Project-HCM
11/24/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Camino Capistrano/Rancho Capistrano (Project Access)	Two-way stop	HCM 7th Edition	EB Right	0.060	15.4	C
2	Camino Capistrano/Avery Parkway	Signalized	HCM 7th Edition	WB Left	0.631	30.4	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Camino Capistrano/Rancho Capistrano (Project Access)

Control Type:	Two-way stop	Delay (sec / veh):	15.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.060

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Rancho Capistrano (Project Access)	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0
Entry Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	1	0	0	0	0
Exit Pocket Length [ft]	0.00	400.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Rancho Capistrano (Project Access)	
Base Volume Input [veh/h]	13	344	396	82	0	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	30.77	4.07	2.27	15.85	2.00	100.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	344	396	82	0	15
Peak Hour Factor	0.6780	0.6780	0.6780	0.6780	1.0000	0.6780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	127	146	30	0	6
Total Analysis Volume [veh/h]	19	507	584	121	0	22
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.00	0.00	0.06
d_M, Delay for Movement [s/veh]	9.77	0.00	0.00	0.00	0.00	15.42
Movement LOS	A	A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.08	0.00	0.00	0.00	0.00	0.19
95th-Percentile Queue Length [ft/ln]	1.89	0.00	0.00	0.00	0.00	4.75
d_A, Approach Delay [s/veh]	0.35		0.00		15.42	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.42					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 2: Camino Capistrano/Avery Parkway

Control Type:	Signalized	Delay (sec / veh):	30.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.631

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Avery Parkway	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	2	1	0	0	0
Entry Pocket Length [ft]	100.00	250.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Avery Parkway	
Base Volume Input [veh/h]	143	108	567	222	311	467
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.80	4.63	6.53	2.70	7.40	6.21
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	143	108	567	222	311	467
Peak Hour Factor	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	31	164	64	90	135
Total Analysis Volume [veh/h]	165	125	655	257	360	540
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	10.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Split	Permissive	Protected
Signal Group	6	0	0	2	7	4
Auxiliary Signal Groups						
Maximum Green [s]	36	0	0	10	22	22
Amber [s]	3.0	0.0	0.0	3.0	3.0	3.0
All red [s]	1.0	0.0	0.0	1.0	1.0	1.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	31	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	40	0	0	14	26	26
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	10	0	0	10	5	5
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	3.0
Minimum Recall	No			No	No	No
Maximum Recall	No			No	No	No
Pedestrian Recall	No			No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Calculated Cycle Length [s]	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	24	24	23	23	21	21
g / C, Green / Cycle	0.29	0.29	0.29	0.29	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.10	0.05	0.22	0.15	0.23	0.22
s, saturation flow rate [veh/h]	1672	2479	3000	1674	1533	2446
c, Capacity [veh/h]	493	731	877	489	402	642
d1, Uniform Delay [s]	22.06	20.94	25.62	23.66	28.43	27.92
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.82	0.51	5.75	3.99	7.12	3.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.33	0.17	0.75	0.53	0.89	0.84
d, Delay for Lane Group [s/veh]	23.88	21.44	31.37	27.65	35.56	30.99
Lane Group LOS	C	C	C	C	D	C
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.59	0.89	6.07	4.44	7.15	4.95
50th-Percentile Queue Length [ft/ln]	64.80	22.34	151.86	110.91	178.75	123.83
95th-Percentile Queue Length [veh/ln]	4.67	1.61	10.12	7.89	11.54	8.60
95th-Percentile Queue Length [ft/ln]	116.65	40.22	252.91	197.26	288.38	215.07

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	23.88	21.44	31.37	27.65	35.56	30.99
Movement LOS	C	C	C	C	D	C
d_A, Approach Delay [s/veh]	22.83		30.32		32.82	
Approach LOS	C		C		C	
d_I, Intersection Delay [s/veh]	30.36					
Intersection LOS	C					
Intersection V/C	0.631					

Emissions

Vehicle Miles Traveled [mph]	68.94	52.23	106.74	41.88	13.45	20.18
Stops [stops/h]	116.65	80.43	546.69	199.63	321.74	445.78
Fuel consumption [US gal/h]	4.28	3.14	11.60	4.27	4.94	6.70
CO [g/h]	299.47	219.48	810.56	298.68	345.03	468.25
NOx [g/h]	58.27	42.70	157.71	58.11	67.13	91.11
VOC [g/h]	69.41	50.87	187.86	69.22	79.96	108.52

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	31.51
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	3.027
Crosswalk LOS	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	900	250	550
d_b, Bicycle Delay [s]	12.10	30.63	21.03
l_b,int, Bicycle LOS Score for Intersection	2.038	3.064	1.560
Bicycle LOS	B	C	A

Sequence

Ring 1	2	6	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Compass BESS

Vistro File: P:\...\Compass_BESS3_AM.vistro
Report File: P:\...\EX+P AM_ICU.pdf

Scenario 2 Existing plus Project
11/24/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano/Avery Parkway	Signalized	ICU 1	WB Left	0.658	-	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 2: Camino Capistrano/Avery Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.658

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Avery Parkway	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	2	1	0	0	0
Entry Pocket Length [ft]	100.00	250.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Avery Parkway	
Base Volume Input [veh/h]	143	108	567	222	311	467
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.80	4.63	6.53	2.70	7.50	6.21
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	143	108	567	222	311	467
Peak Hour Factor	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	31	164	64	90	135
Total Analysis Volume [veh/h]	165	125	655	257	360	540
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	80
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permissive	Protected
Signal Group	6	0	0	2	7	4
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.04	0.20	0.16	0.23	0.17
Intersection LOS	B					
Intersection V/C	0.658					

Compass BESS

Vistro File: P:\...\Compass_BESS3_PM.vistro
Report File: P:\...\EX+P PM_HCM.pdf

Scenario 4 Existing plus Project_HCM
11/24/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Camino Capistrano/Rancho Capistrano (Project Access)	Two-way stop	HCM 7th Edition	EB Right	0.140	10.2	B
2	Camino Capistrano/Avery Parkway	Signalized	HCM 7th Edition	WB Right	0.583	40.2	D

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Camino Capistrano/Rancho Capistrano (Project Access)

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.140

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Rancho Capistrano (Project Access)	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0
Entry Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	1	0	0	0	0
Exit Pocket Length [ft]	0.00	400.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Rancho Capistrano (Project Access)	
Base Volume Input [veh/h]	4	209	168	26	0	95
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	75.00	3.83	5.36	46.15	2.00	16.84
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	209	168	26	0	95
Peak Hour Factor	0.8420	0.8420	0.8420	0.8420	1.0000	0.8420
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	62	50	8	0	28
Total Analysis Volume [veh/h]	5	248	200	31	0	113
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.14
d_M, Delay for Movement [s/veh]	8.60	0.00	0.00	0.00	0.00	10.20
Movement LOS	A	A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.00	0.00	0.49
95th-Percentile Queue Length [ft/ln]	0.38	0.00	0.00	0.00	0.00	12.18
d_A, Approach Delay [s/veh]	0.17		0.00		10.20	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.00					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 2: Camino Capistrano/Avery Parkway

Control Type:	Signalized	Delay (sec / veh):	40.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.583

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Avery Parkway	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	2	1	0	0	0
Entry Pocket Length [ft]	100.00	250.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Avery Parkway	
Base Volume Input [veh/h]	139	107	611	116	116	604
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.32	4.67	3.60	6.90	14.66	1.66
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	139	107	611	116	116	604
Peak Hour Factor	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	27	157	30	30	155
Total Analysis Volume [veh/h]	143	110	627	119	119	620
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	10.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Split	Permissive	Protected
Signal Group	6	0	0	2	7	4
Auxiliary Signal Groups						
Maximum Green [s]	36	0	0	36	36	36
Amber [s]	3.0	0.0	0.0	3.0	3.0	3.0
All red [s]	1.0	0.0	0.0	1.0	1.0	1.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	31	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	40	0	0	37	43	43
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	10	0	0	10	5	5
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	3.0
Minimum Recall	No			No	No	No
Maximum Recall	No			No	No	No
Pedestrian Recall	No			No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	38	38	38	38	32	32
g / C, Green / Cycle	0.32	0.32	0.32	0.32	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.09	0.04	0.20	0.07	0.08	0.24
s, saturation flow rate [veh/h]	1652	2478	3073	1617	1440	2539
c, Capacity [veh/h]	525	787	971	511	384	676
d1, Uniform Delay [s]	30.59	29.24	35.26	30.30	35.20	42.73
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.28	0.37	3.31	1.07	0.46	5.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.27	0.14	0.65	0.23	0.31	0.92
d, Delay for Lane Group [s/veh]	31.87	29.61	38.57	31.36	35.66	48.25
Lane Group LOS	C	C	D	C	D	D
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.30	1.18	8.28	2.71	2.85	9.37
50th-Percentile Queue Length [ft/ln]	82.42	29.60	207.03	67.66	71.23	234.35
95th-Percentile Queue Length [veh/ln]	5.93	2.13	13.00	4.87	5.13	14.39
95th-Percentile Queue Length [ft/ln]	148.35	53.28	325.01	121.79	128.21	359.87

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	31.87	29.61	38.57	31.36	35.66	48.25
Movement LOS	C	C	D	C	D	D
d_A, Approach Delay [s/veh]	30.89		37.42		46.22	
Approach LOS	C		D		D	
d_I, Intersection Delay [s/veh]	40.21					
Intersection LOS	D					
Intersection V/C	0.583					

Emissions

Vehicle Miles Traveled [mph]	59.67	45.90	102.18	19.39	4.37	22.77
Stops [stops/h]	98.90	71.04	496.86	81.20	85.47	562.43
Fuel consumption [US gal/h]	3.93	2.94	11.87	2.01	1.52	10.13
CO [g/h]	274.71	205.84	829.91	140.25	105.94	708.19
NOx [g/h]	53.45	40.05	161.47	27.29	20.61	137.79
VOC [g/h]	63.67	47.70	192.34	32.50	24.55	164.13

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	51.34
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	3.024
Crosswalk LOS	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	550	650
d_b, Bicycle Delay [s]	29.40	31.54	27.34
l_b,int, Bicycle LOS Score for Intersection	1.977	2.791	1.560
Bicycle LOS	A	C	A

Sequence

Ring 1	2	6	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Compass BESS

Vistro File: P:\...\Compass_BESS3_PM.vistro
Report File: P:\...\EX+P PM_ICU.pdf

Scenario 2 Existing plus Project
11/24/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano/Avery Parkway	Signalized	ICU 1	SB Left	0.562	-	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 2: Camino Capistrano/Avery Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.562

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Avery Parkway	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	2	1	0	0	0
Entry Pocket Length [ft]	100.00	250.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Avery Parkway	
Base Volume Input [veh/h]	139	107	611	116	116	604
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.32	4.67	3.60	6.90	14.66	1.66
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	139	107	611	116	116	604
Peak Hour Factor	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	27	157	30	30	155
Total Analysis Volume [veh/h]	143	110	627	119	119	620
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	120
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permissive	Protected
Signal Group	6	0	0	2	7	4
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.03	0.20	0.07	0.07	0.19
Intersection LOS	A					
Intersection V/C	0.562					

C. Construction VMT Estimation

Table 1 - Worker VMT Calculaiton using Air Quality Analysis

	Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix	Number of Days per Phase	VMT per Phase (miles)	Workers per day	Total Workers	
1	Access Road Site Preparation, Grading, and Paving	Worker	40	40	LDA,LDT1,LDT2	22	35,200	20	440	
2	BESS/Substation Site Preparation	Worker	40	40	LDA,LDT1,LDT2	12	19,200	20	240	
3	Switchyard Site Preparation	Worker	40	40	LDA,LDT1,LDT2	12	19,200	20	240	
4	BESS/Substation Site Grading/SW Detention Structures	Worker	40	40	LDA,LDT1,LDT2	50	80,000	20	1,000	
5	Switchyard Grading	Worker	40	40	LDA,LDT1,LDT2	30	48,000	20	600	
6	Oso Creek Stabilization	Worker	20	40	LDA,LDT1,LDT2	195	156,000	10	1,950	
7	Battery/Container and Substation Installation	Worker	40	29	LDA,LDT1,LDT2	175	203,000	20	3,500	
8	Switchyard Installation	Worker	40	29	LDA,LDT1,LDT2	150	174,000	20	3,000	
9	Loop-in Transmission Line Foundation and Tower Erection	Worker	10	40	LDA,LDT1,LDT2	20	8,000	5	100	
10	Loop-in Transmission Stringing and Pulling	Worker	8	40	LDA,LDT1,LDT2	20	6,400	4	80	
11	Landscape Installation	Worker	40	40	LDA,LDT1,LDT2	20	32,000	20	400	
12	Comissioning	Worker	160	29	LDA,LDT1,LDT2	60	278,400	80	4,800	**Average Worker per day**
13	Decommissioning	Worker	40	40	LDA,LDT1,LDT2	157	251,200	20	3,140	
					Total Days of Construction and Decommisioning	**516.4**			**19,490**	**38**

Total Worker VMT (1)	**1,310,600**
Project Life (in days) (2)	**6,240**
Daily Worker VMT (1)/(2)=3	**210**
Average Daily Number of Workers (4)	**38**
Average VMT per Worker (3)/(4)=(5)	**5.6**
Regional VMT per employee for Orange County	**24.1**
Threshold (15% below Regional baseline)	**20.5**

Total Days of Construction and Decommisioning		**Number of Days**		**Number of Weeks**
Construction Start Date	9/1/2026	503.0	Days elapsed	72
Construction End Date	1/17/2028	***359.3***	Construction days (w/o weekends)	
Decommisioning Start Date	1/1/2050	220.0	Days elapsed	31
Decommisioning End Date	8/9/2050	***157.1***	Construction days (w/o weekends)	
	Total Days of Construction and Decommisioning	**516.4**		

1 year = 260 days of construction

Project Life	**24 years**	**6,240**	**days**

D. Traffic Control Plan

TRAFFIC CONTROL PLAN

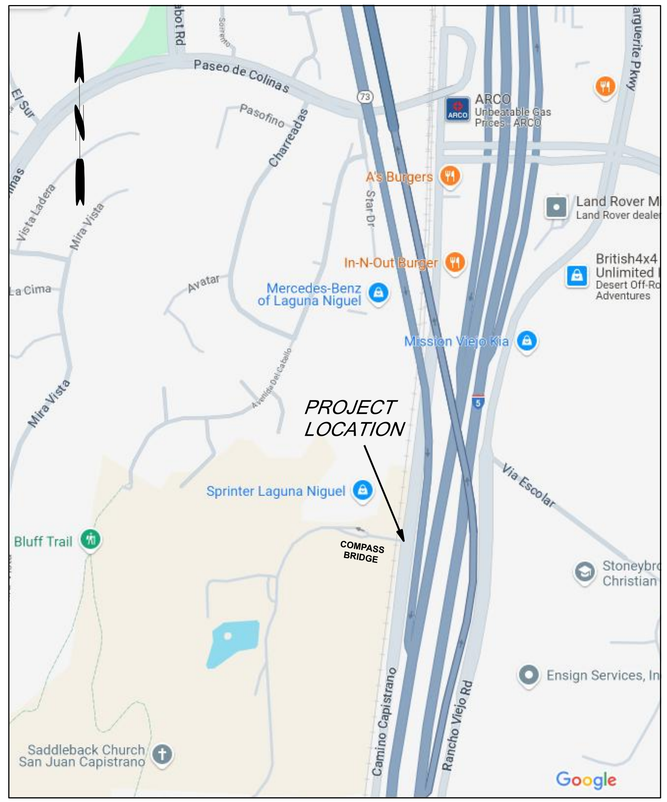
TRUCK AND TRAILER INGRESS/EGRESS

S/B CAMINO CAPISTRANO @ COMPASS BRIDGE

TRAFFIC CONTROL PLAN GENERAL NOTES:

1. ALL TRAFFIC CONTROL SIGNS, BARRICADES, DELINEATORS, ETC. AND THEIR INSTALLATION SHALL CONFORM TO THE LATEST EDITION OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE 2015 EDITION OF THE CALTRANS, PLANS AND STANDARDS SPECIFICATIONS, AND THE LATEST EDITIONS OF WATCH.
2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR FOR PERFORMING WORK ON A PUBLIC STREET TO INSTALL AND MAINTAIN THE TRAFFIC CONTROL DEVICES AS SHOWN HEREIN, AS WELL AS ANY SUCH ADDITIONAL TRAFFIC CONTROL DEVICES AS MAY BE REQUIRED TO ENSURE THE SAFE MOVEMENT OF VEHICULAR AND PEDESTRIAN TRAFFIC THROUGH OR AROUND THE WORK AREA AND PROVIDE THE MAXIMUM PROTECTION AND SAFETY TO WORKERS.
3. THE CONTRACTOR SHALL NOTIFY THE CITY OF SAN JUAN CAPISTRANO INSPECTOR AT 24 HOURS IN ADVANCE OF BEGINNING WORK AT 949-443-6354.
4. TEMPORARY "NO PARKING" SIGNS SHALL BE INSTALLED BY CONTRACTOR AT LEAST 72 HOURS IN ADVANCE OF TRAFFIC CONTROL IMPLEMENTATION.
5. THE CONTRACTOR SHALL REMOVE TEMPORARY DELINEATION, SIGNAGE, AND OTHER DEVICES WHEN NO LONGER REQUIRED, AND SHALL RESTORE AREAS TO ORIGINAL CONDITIONS.
6. THE CONTRACTOR SHALL COVER OR REMOVE EXISTING SIGNS WHERE THEY CONFLICT WITH CONSTRUCTION DETOURS AND SIGNAGE.

INDEX TO SHEETS:



VICINITY MAP
NOT TO SCALE

STAMP/SIGNATURE

Southern California Barricades
2121 E. Cover Street
Long Beach, CA. 90807
(714) 676 - 8460
Lic. #786758 C31

DIGALERT 811

SECTION 4216/4217 OF THE GOVERNMENT CODE REQUIRES A DIGALERT IDENTIFICATION NUMBER BE ISSUED BEFORE A "PERMIT TO EXCAVATE" WILL BE VALID. FOR YOUR DIGALERT I.D. NUMBER CALL UNDERGROUND SERVICE ALERT TOLL FREE TWO WORKING DAYS BEFORE YOU DIG.

CAUTION: REMEMBER THAT THE USA CENTER NOTIFIES ONLY THOSE UTILITIES BELONGING TO THE CENTER. THERE COULD BE OTHER UTILITIES PRESENT AT THE WORK SITE. THE CENTER WILL INFORM YOU OF WHOM THEY WILL NOTIFY.

MARK	REVISIONS	APPR.	DATE

DESIGNED BY JE DRAWN BY JE REVIEWED BY ____ DATE 04-18-25

ACCEPTED BY:

DATE:

TRAFFIC CONTROL PLAN

PLAN SCALE: N.T.S.

TRUCKS ENTERING / EXITING
CAMINO CAPISTRANO @ COMPASS BRIDGE
SAN JUAN CAPISTRANO, CA. 92675

TC - 01

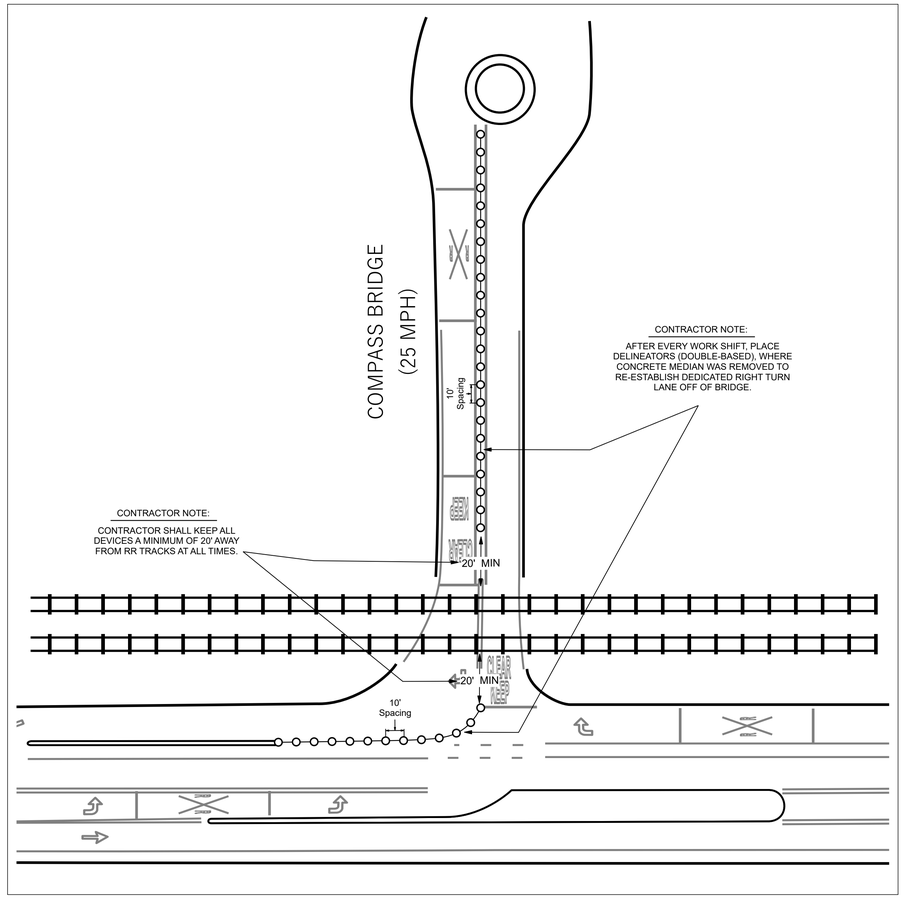
TEMPORARY TRAFFIC CONTROL
WORKING HOURS: 8:30 AM TO 3:30 PM
CONSTRUCTION DURATION: T.B.D.

LEGEND:

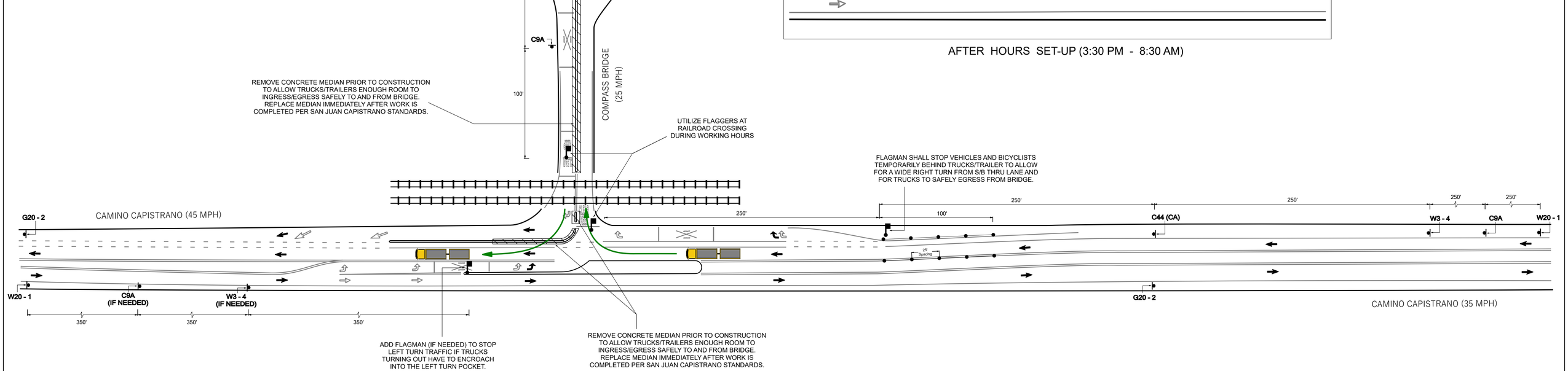
- WORK AREA
- DIRECTION OF TRAVEL (NOT A PAVEMENT MARKER)
- DELINEATOR (DOUBLE-BASED)
- TRAFFIC CONE (SPACED AS INDICATED)
- PROPOSED SIGN
- TYPE I BARRICADE
- TYPE I BARRICADE WITH SIGN (AS INDICATED)
- FLAGMAN

SIGN LEGEND:

C9A	C44 (CA)	G20 - 2
W3 - 4	W20 - 1	



AFTER HOURS SET-UP (3:30 PM - 8:30 AM)



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MARK	REVISIONS	APPR.	DATE

DESIGNED BY JE DRAWN BY JE REVIEWED BY ____ DATE 04-18-25

ACCEPTED BY:

DATE:

TRAFFIC CONTROL PLAN

Plan Scale
1" = 40'

TRUCKS ENTERING / EXITING
CAMINO CAPISTRANO @ COMPASS BRIDGE
SAN JUAN CAPISTRANO, CA. 92675

TC - 02

SHEET 2 OF 2