

<b>DOCKETED</b>	
<b>Docket Number:</b>	24-OPT-02
<b>Project Title:</b>	Compass Battery Energy Storage
<b>TN #:</b>	255577-11
<b>Document Title:</b>	Appendix 4-12A_Traffic Counts & Intersection Worksheets
<b>Description:</b>	Provides the technical data used in the analysis including daily and peak hour traffic counts, and peak hour intersection analysis worksheets.
<b>Filer:</b>	Erin Phillips
<b>Organization:</b>	Dudek
<b>Submitter Role:</b>	Applicant Consultant
<b>Submission Date:</b>	4/8/2024 3:57:30 PM
<b>Docketed Date:</b>	4/8/2024

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# **Appendix 4.12A**

## Traffic Counts & Intersection Worksheets



# Traffic Count Data

### INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> Tue, Mar 7, 23	LOCATION: NORTH & SOUTH: EAST & WEST:	San Juan Capistrano Camino Capistrano Rancho Capistrano DWY	PROJECT #: LOCATION #: CONTROL:
			SC3889 1 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	
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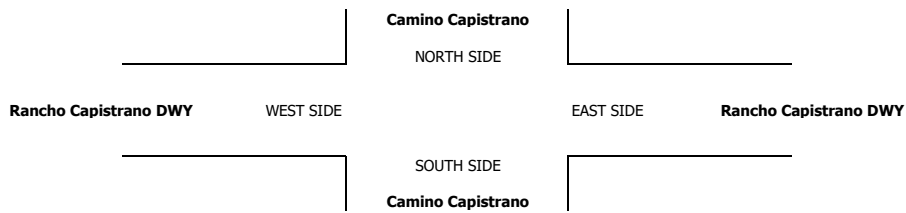
Add U-Turns to Left Turns

LANES:	NORTHBOUND <small>Camino Capistrano</small>			SOUTHBOUND <small>Camino Capistrano</small>			EASTBOUND <small>Rancho Capistrano DWY</small>			WESTBOUND <small>Rancho Capistrano DWY</small>			TOTAL
	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL X	ET X	ER 1	WL X	WT X	WR X	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	16	0	0	28	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	65	0	0	0	0	0	
	7:30 AM	1	59	0	0	120	1	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	276	0	0	0	0	0	
	8:00 AM	0	118	0	0	64	2	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	108	0	0	0	0	0	
	8:30 AM	0	38	0	0	36	1	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	58	0	0	0	0	0	
	VOLUMES	2	447	0	0	531	10	0	0	1	0	0	991	0	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	98%	2%	0%	0%	100%	0%	0%	0%	0	0	0	0	0	
APP/DEPART	449	/	447	541	/	532	1	/	0	0	/	12	0	0	0	0	0		
BEGIN PEAK HR	7:30 AM																		
VOLUMES	2	344	0	0	396	7	0	0	0	0	0	749	0	0	0	0	0		
APPROACH %	1%	99%	0%	0%	98%	2%	0%	0%	0%	0%	0%	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	0	0	0	0		
PM	4:00 PM	1	40	0	0	36	2	0	0	3	0	0	82	0	0	0	0	0	
	4:15 PM	0	52	0	0	36	0	0	0	3	0	0	91	0	0	0	0	0	
	4:30 PM	0	48	0	0	42	0	0	0	3	0	0	93	0	0	0	0	0	
	4:45 PM	0	50	0	0	41	2	0	0	1	0	0	94	0	0	0	0	0	
	5:00 PM	0	55	0	0	36	1	0	0	3	0	0	95	0	0	0	0	0	
	5:15 PM	1	56	0	0	49	11	0	0	2	0	0	119	0	0	0	0	0	
	5:30 PM	0	37	0	0	36	6	0	0	3	0	0	82	0	0	0	0	0	
	5:45 PM	3	45	0	0	19	7	0	0	4	0	0	78	0	0	0	0	0	
	VOLUMES	5	383	0	0	295	29	0	0	22	0	0	734	0	0	0	0	0	
	APPROACH %	1%	99%	0%	0%	91%	9%	0%	0%	100%	0%	0%	0%	0	0	0	0	0	
APP/DEPART	388	/	383	324	/	317	22	/	0	0	/	34	0	0	0	0	0		
BEGIN PEAK HR	4:30 PM																		
VOLUMES	1	209	0	0	168	14	0	0	9	0	0	401	0	0	0	0	0		
APPROACH %	0%	100%	0%	0%	92%	8%	0%	0%	100%	0%	0%	0%	0	0	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	0	0	0	0		

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



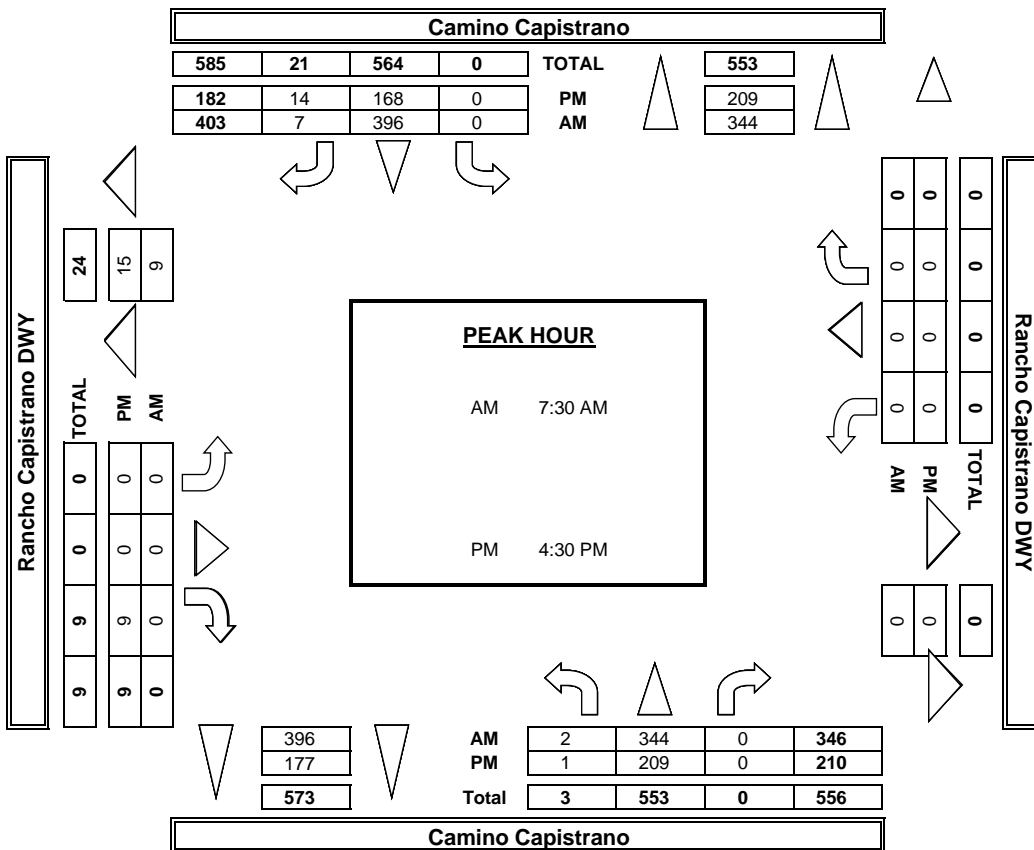
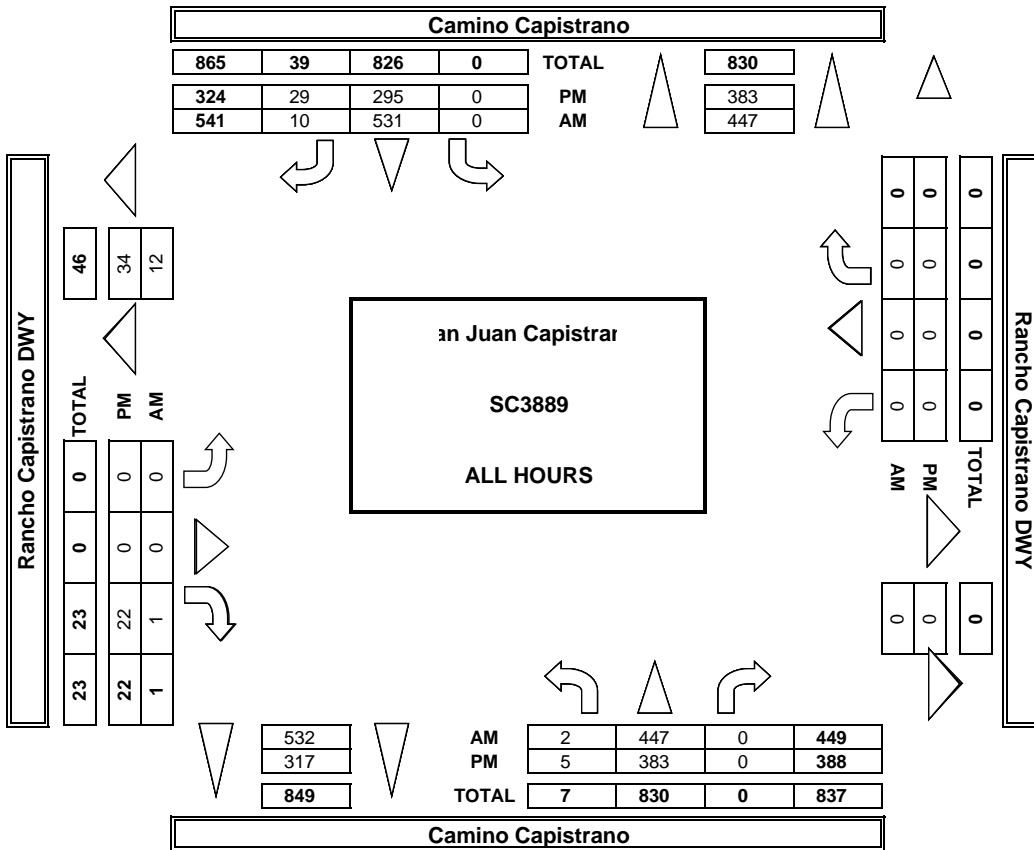
	AM	PM	ALL PED AND BIKE				TOTAL
			N SIDE	S SIDE	E SIDE	W SIDE	
7:00 AM	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	
7:30 AM	0	0	0	1	1	1	
7:45 AM	0	0	0	0	0	0	
8:00 AM	0	0	0	1	1	1	
8:15 AM	0	0	1	0	1	1	
8:30 AM	0	0	1	1	2	2	
8:45 AM	0	0	0	0	0	0	
TOTAL	0	0	2	3	5	5	
4:00 PM	0	0	1	0	1	1	
4:15 PM	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	
5:00 PM	0	0	1	0	1	1	
5:15 PM	0	0	0	0	0	0	
5:30 PM	0	0	0	1	1	1	
5:45 PM	0	0	0	1	1	1	
TOTAL	0	0	2	2	4	4	

ALL PED AND BIKE				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	1	1
0	0	1	0	1
0	0	1	1	2
0	0	0	0	0
0	0	2	3	5
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	1	1
0	0	0	1	1
0	0	2	2	4

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	1	1
0	0	1	0	1
0	0	1	1	2
0	0	0	0	0
0	0	2	3	5
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	1	1
0	0	0	1	1
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:**  
3/7/23  
**TUESDAY**

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

San Juan Capistrano  
Camino Capistrano  
Rancho Capistrano DWY

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

PCE Adjusted	<b>NOTES:</b>										AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
	Class	1	2	3	4	5	6	7	8	9		
	Factor	1	1.5	2	3	2	2					

LANES:	NORTHBOUND <small>Camino Capistrano</small>			SOUTHBOUND <small>Camino Capistrano</small>			EASTBOUND <small>Rancho Capistrano DWY</small>			WESTBOUND <small>Rancho Capistrano DWY</small>			TOTAL	U-TURNS				
	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL X	ET X	ER 1	WL X	WT X	WR X		NB	SB	EB	WB	TTL

AM	7:00 AM	0	18	0	0	31	0	0	0	0	0	0	0	49
	7:15 AM	0	27	0	0	43	0	0	0	0	0	0	0	70
	7:30 AM	1	60	0	0	121	1	0	0	0	0	0	0	183
	7:45 AM	0	119	0	0	160	3	0	0	0	0	0	0	282
	8:00 AM	0	120	0	0	71	2	0	0	0	0	0	0	193
	8:15 AM	1	54	0	0	54	2	0	0	0	0	0	0	111
	8:30 AM	0	41	0	0	37	1	0	0	0	0	0	0	79
	8:45 AM	0	23	0	0	35	2	0	0	2	0	0	0	62
	VOLUMES	2	460	0	0	552	11	0	0	2	0	0	0	1,026
	APPROACH %	0%	100%	0%	0%	98%	2%	0%	0%	100%	0%	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%	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
	4:15 PM	0	54	0	0	37	0	0	0	3	0	0	0	93
	4:30 PM	0	49	0	0	44	0	0	0	3	0	0	0	96
	4:45 PM	0	53	0	0	42	2	0	0	1	0	0	0	98
	5:00 PM	0	56	0	0	40	1	0	0	3	0	0	0	100
	5:15 PM	1	57	0	0	50	11	0	0	2	0	0	0	121
	5:30 PM	0	38	0	0	39	6	0	0	3	0	0	0	86
	5:45 PM	3	47	0	0	19	7	0	0	4	0	0	0	80
	VOLUMES	5	392	0	0	308	29	0	0	23	0	0	0	756
	APPROACH %	1%	99%	0%	0%	91%	9%	0%	0%	100%	0%	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%	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	

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



## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 3/7/23 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Juan Capistrano Camino Capistrano Rancho Capistrano DWY	PROJECT #: LOCATION #: CONTROL:	SC3889 1 STOP E
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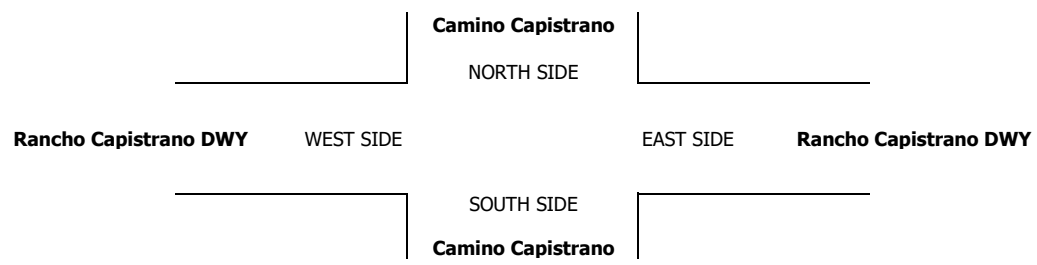
<b>CLASS 1:</b> PASSENGER VEHICLES	<b>NOTES:</b>	AM PM MD OTHER OTHER	◀ W	▲ N S ▼	E ▶
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LANES:	NORTHBOUND Camino Capistrano			SOUTHBOUND Camino Capistrano			EASTBOUND Rancho Capistrano DWY			WESTBOUND Rancho Capistrano DWY			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	X	X	1	1	X	X	1	X	X	X	

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

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>AM</b>													
7:00 AM	0	14	0	0	25	0	0	0	0	0	0	0	39
7:15 AM	0	25	0	0	35	0	0	0	0	0	0	0	60
7:30 AM	1	57	0	0	119	1	0	0	0	0	0	0	178
7:45 AM	0	112	0	0	155	1	0	0	0	0	0	0	268
8:00 AM	0	114	0	0	59	2	0	0	0	0	0	0	175
8:15 AM	1	47	0	0	54	2	0	0	0	0	0	0	104
8:30 AM	0	34	0	0	34	1	0	0	0	0	0	0	69
8:45 AM	0	23	0	0	29	2	0	0	0	0	0	0	54
VOLUMES	2	426	0	0	510	9	0	0	0	0	0	0	947
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
<b>PM</b>													
4:00 PM	1	40	0	0	35	2	0	0	2	0	0	0	80
4:15 PM	0	49	0	0	35	0	0	0	3	0	0	0	87
4:30 PM	0	47	0	0	39	0	0	0	3	0	0	0	89
4:45 PM	0	46	0	0	39	2	0	0	1	0	0	0	88
5:00 PM	0	54	0	0	34	1	0	0	3	0	0	0	92
5:15 PM	1	54	0	0	47	11	0	0	2	0	0	0	115
5:30 PM	0	35	0	0	34	6	0	0	3	0	0	0	78
5:45 PM	3	42	0	0	19	7	0	0	4	0	0	0	75
VOLUMES	5	367	0	0	282	29	0	0	21	0	0	0	704
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

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





## INTERSECTION TURNING MOVEMENT COUNTS

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<b>DATE:</b> 3/7/23 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Juan Capistrano Camino Capistrano Rancho Capistrano DWY	PROJECT #: LOCATION #: CONTROL:	SC3889 1 STOP E
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<b>CLASS 2:</b> 2-AXLE WORK VEHICLES/ TRUCKS	<b>NOTES:</b>
----------------------------------------------------------	---------------

AM  
PM

▲  
N

◀ W

E ▶

S

▼

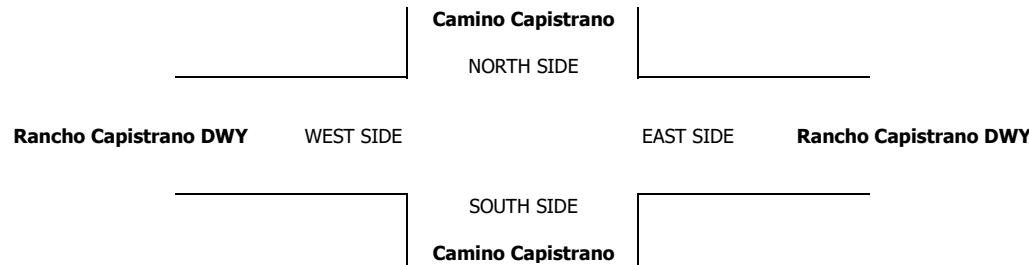
LANES:	NORTHBOUND <small>Camino Capistrano</small>			SOUTHBOUND <small>Camino Capistrano</small>			EASTBOUND <small>Rancho Capistrano DWY</small>			WESTBOUND <small>Rancho Capistrano DWY</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	X	X	1	1	X	X	1	X	X	X	

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

													TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
<b>AM</b>	7:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
	7:15 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
	7:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
	7:45 AM	0	2	0	0	2	1	0	0	0	0	0	0	5
	8:00 AM	0	4	0	0	2	0	0	0	0	0	0	0	6
	8:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
	8:30 AM	0	3	0	0	2	0	0	0	0	0	0	0	5
	8:45 AM	0	0	0	0	2	0	0	0	1	0	0	0	3
	VOLUMES	0	16	0	0	12	1	0	0	1	0	0	0	30
	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													
APP/DEPART	11	/	11	5	/	4	0	/	0	0	/	1	0	
<b>PM</b>	4:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	
	4:15 PM	0	3	0	0	1	0	0	0	0	0	0	4	
	4:30 PM	0	1	0	0	2	0	0	0	0	0	0	3	
	4:45 PM	0	3	0	0	2	0	0	0	0	0	0	5	
	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	1	
	5:15 PM	0	2	0	0	2	0	0	0	0	0	0	4	
	5:30 PM	0	2	0	0	1	0	0	0	0	0	0	3	
	5:45 PM	0	3	0	0	0	0	0	0	0	0	0	3	
	VOLUMES	0	15	0	0	8	0	0	0	1	0	0	0	24
	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													
APP/DEPART	7	/	7	6	/	6	0	/	0	0	/	0	0	

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

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





## INTERSECTION TURNING MOVEMENT COUNTS

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

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

<b>CLASS 4:</b> 4 OR MORE AXLE TRUCKS	<b>NOTES:</b>	AM PM MD OTHER OTHER	▲ N E ► S ▼
------------------------------------------------	---------------	----------------------------------	-------------------------

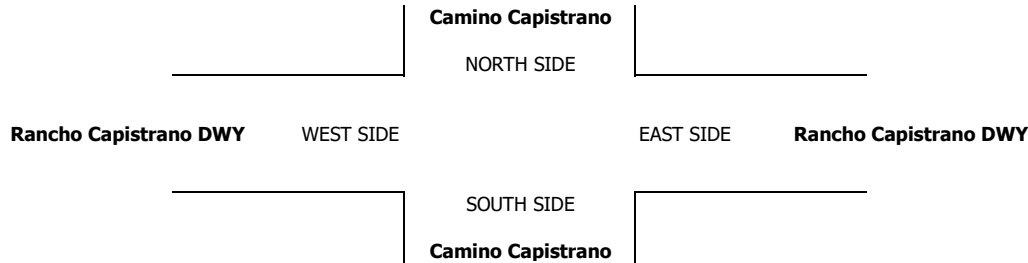
LANES:	NORTHBOUND Camino Capistrano			SOUTHBOUND Camino Capistrano			EASTBOUND Rancho Capistrano DWY			WESTBOUND Rancho Capistrano DWY			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	X	X	1	1	X	X	1	X	X	X	

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

	NORTHBOUND Camino Capistrano			SOUTHBOUND Camino Capistrano			EASTBOUND Rancho Capistrano DWY			WESTBOUND Rancho Capistrano DWY			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>AM</b>													
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
VOLUMES	0	0	0	0	6	0	0	0	0	0	0	0	6
APPROACH %	0%	0%	0%	0%	100%	0%	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%	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
<b>PM</b>													
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:45 PM	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
APPROACH %	0%	0%	0%	0%	100%	0%	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%	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

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

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







**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 TIME	COMBINED													TOTAL	PM Time	COMBINED													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	12:00	1	42	7	0	1	0	0	0	2	0	0	0	53	
0:15	0	3	0	0	0	0	0	0	0	3	0	0	0	6	12:15	2	50	13	0	1	0	0	0	1	0	0	0	67	
0:30	0	3	0	0	0	0	0	0	0	1	0	0	0	4	12:30	1	35	17	0	2	0	0	0	2	0	0	0	57	
0:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	12:45	0	59	17	0	4	0	0	0	2	0	0	0	82	
1:00	0	5	0	0	0	0	0	0	0	1	0	0	0	6	13:00	0	48	10	0	5	0	0	0	1	0	0	0	64	
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:15	0	54	17	0	5	0	0	0	0	0	0	76		
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:30	0	60	10	0	4	0	0	0	1	0	0	75		
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	1	45	11	0	1	0	0	0	1	0	0	59		
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:00	0	53	13	1	2	0	0	0	0	0	0	69		
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:15	0	64	15	0	6	0	0	0	0	0	0	85		
2:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:30	0	67	14	1	3	1	0	0	2	0	0	88		
2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:45	2	78	15	0	3	0	0	1	0	0	0	99		
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:00	0	138	33	0	0	0	0	0	1	0	0	172		
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:15	0	146	30	0	4	0	0	0	2	0	0	182		
3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:30	0	102	33	0	2	0	0	0	0	0	0	137		
3:45	0	3	0	0	0	0	0	0	0	1	0	0	0	4	15:45	0	102	18	0	0	0	0	0	0	0	0	120		
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16:00	0	67	16	0	3	0	0	0	0	0	0	86		
4:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5	16:15	0	71	22	0	0	0	0	0	0	0	0	93		
4:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16:30	0	66	18	0	1	0	0	0	0	0	0	85		
4:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5	16:45	0	65	18	0	2	0	0	0	0	0	0	85		
5:00	0	6	1	0	0	0	0	0	0	1	0	0	0	8	17:00	0	71	20	0	2	0	0	0	0	0	0	93		
5:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	17:15	0	65	23	0	0	0	0	0	0	0	0	88		
5:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6	17:30	0	47	23	0	1	0	0	0	0	0	0	71		
5:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9	17:45	0	65	22	0	0	0	0	0	0	0	0	87		
6:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10	18:00	0	47	22	0	0	0	0	0	0	0	0	69		
6:15	0	22	4	0	1	0	0	0	0	2	0	0	0	29	18:15	0	70	4	1	1	0	0	0	1	0	0	77		
6:30	0	17	5	0	0	0	0	0	0	0	0	0	0	22	18:30	0	66	6	0	0	0	0	0	0	0	0	72		
6:45	0	19	7	0	0	1	0	0	0	0	0	0	0	27	18:45	0	49	4	0	0	0	0	0	0	0	0	53		
7:00	0	23	11	0	0	0	0	0	0	0	0	0	0	34	19:00	0	34	3	0	1	0	0	0	0	0	0	38		
7:15	0	45	19	0	2	0	0	0	0	0	0	0	0	66	19:15	0	27	1	0	0	0	0	0	0	0	0	28		
7:30	0	85	24	1	0	1	0	0	0	0	0	0	0	111	19:30	0	23	3	0	0	0	0	0	0	0	0	26		
7:45	0	110	27	0	1	0	0	0	0	0	0	0	0	138	19:45	0	36	3	0	0	0	0	0	0	0	0	39		
8:00	0	136	20	0	5	0	0	0	0	0	0	0	0	161	20:00	0	33	3	0	0	0	0	0	1	0	0	37		
8:15	0	202	31	0	2	0	0	0	0	1	0	0	0	236	20:15	1	35	3	0	0	0	0	0	1	0	0	40		
8:30	0	106	30	0	1	0	0	0	0	1	0	0	0	138	20:30	0	38	2	0	1	0	0	0	1	0	0	43		
8:45	2	45	15	0	0	0	0	0	0	2	0	0	0	64	20:45	0	27	2	0	0	0	0	0	0	0	0	29		
9:00	0	29	12	0	2	0	0	0	0	0	0	0	0	43	21:00	0	23	4	0	0	0	0	0	0	0	0	27		
9:15	0	34	13	0	4	0	0	0	0	4	0	0	0	55	21:15	0	13	2	0	0	0	0	0	0	0	0	15		
9:30	0	23	12	1	4	0	0	0	0	2	0	0	0	42	21:30	0	15	1	0	0	0	0	0	0	0	0	16		
9:45	0	38	11	0	1	0	0	0	0	3	0	0	0	53	21:45	0	15	1	0	0	0	0	0	1	0	0	17		
10:00	0	18	8	0	5	1	0	0	0	2	0	0	0	34	22:00	0	11	4	0	0	1	0	0	1	0	0	17		
10:15	0	24	13	1	1	0	0	0	0	0	0	0	0	39	22:15	0	8	0	0	0	0	0	0	1	0	0	9		
10:30	0	38	13	0	0	0	0	0	0	3	0	0	0	54	22:30	0	9	0	0	0	0	0	0	0	0	0	9		
10:45	0	37	16	0	2	0	0	0	0	0	0	0	0	55	22:45	0	5	1	0	0	0	0	0	0	0	0	6		
11:00	0	39	14	0	3	1	0	0	0	1	0	0	0	58	23:00	0	13	0	0	0	0	0	0	0	0	0	13		
11:15	0	32	13	0	1	0	0	0	0	1	0	0	0	47	23:15	1	3	0	0	0	0	0	0	1	0	0	5		
11:30	1	33	13	0	5	0	0	0	0	2	0	0	0	54	23:30	0	3	1	0	0	0	0	0	0	0	0	4		
11:45	1	41	14	0	2	0	0	0	0	1	0	0	0	59	23:45	0	4	0	0	0	0	0	0	0	0	0	4		
<b>TOTAL</b>	<b>4</b>	<b>1,265</b>	<b>357</b>	<b>3</b>	<b>42</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,707</b>	<b>TOTAL</b>	<b>10</b>	<b>2,267</b>	<b>505</b>	<b>3</b>	<b>55</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>2,866</b>		

AM PEAK HOUR 7:45 AM  
AM PEAK VOLUME 673

PM PEAK HOUR 3:00 PM  
PM PEAK VOLUME 611

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

<b>TOTAL: AM+PM</b>	14	3,532	862	6	97	6	0	1	55	0	0	0	0	4,573
<b>% OF TOTAL</b>	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%



**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 TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	12:00	0	26	4	0	2	0	0	0	1	0	0	0	33	
0:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	12:15	0	21	6	0	1	0	0	0	1	0	0	0	29	
0:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4	12:30	0	26	8	0	1	0	0	0	0	0	0	0	35	
0:45	0	2	0	0	0	0	0	0	0	1	0	0	0	3	12:45	0	25	12	0	1	1	0	0	0	0	0	39		
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:00	0	23	6	0	0	1	0	0	0	0	0	30		
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:15	0	31	7	0	0	0	0	0	0	0	0	38		
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:30	0	37	4	0	2	0	0	0	1	0	0	44		
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	0	31	9	0	2	0	0	0	0	0	0	42		
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:00	0	21	6	0	1	0	0	0	0	0	0	28		
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	36	4	0	3	1	0	0	0	0	0	44		
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	0	45	5	1	1	0	0	0	0	0	0	52		
2:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2	14:45	1	34	5	0	1	1	0	0	3	0	0	45		
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:00	0	37	3	0	0	0	0	0	0	0	0	40		
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:15	0	43	5	0	0	0	0	1	0	0	0	49		
3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:30	0	33	5	0	1	0	0	0	0	0	0	39		
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:45	0	30	5	0	0	0	0	0	0	0	0	35		
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16:00	0	32	5	0	0	0	0	1	0	0	0	38		
4:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3	16:15	0	30	5	0	1	0	0	0	0	0	0	36		
4:30	0	0	0	0	0	0	0	0	0	1	0	0	0	1	16:30	0	35	6	0	1	0	0	0	0	0	0	42		
4:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1	16:45	1	33	8	0	1	0	0	0	0	0	0	43		
5:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2	17:00	1	32	2	0	0	0	0	2	0	0	0	37		
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:15	0	55	5	0	0	0	0	0	0	0	0	60		
5:30	0	4	1	0	1	0	0	0	0	0	0	0	0	6	17:30	0	39	1	0	1	0	0	1	0	0	0	42		
5:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6	17:45	0	20	6	0	0	0	0	0	0	0	0	26		
6:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9	18:00	0	35	5	0	0	0	0	0	0	0	0	40		
6:15	0	13	2	0	0	0	0	0	0	0	0	0	0	15	18:15	0	49	5	0	0	0	0	0	0	0	0	54		
6:30	0	5	3	0	2	0	0	0	1	0	0	1	0	12	18:30	1	44	3	0	0	0	0	0	0	0	0	48		
6:45	0	12	2	0	1	0	0	0	0	0	0	0	0	15	18:45	0	16	3	0	1	0	0	0	0	0	0	20		
7:00	0	20	6	0	2	0	0	0	0	0	0	0	0	28	19:00	0	12	2	0	0	0	0	0	0	0	0	14		
7:15	0	34	4	0	0	0	0	0	1	0	0	0	0	39	19:15	0	17	1	0	0	0	0	0	0	0	0	18		
7:30	0	110	10	1	0	0	0	0	0	0	0	0	0	121	19:30	1	15	0	0	0	0	0	1	0	0	0	17		
7:45	0	156	3	0	1	0	0	0	0	0	0	0	0	160	19:45	0	12	2	0	0	0	0	0	0	0	0	14		
8:00	0	57	6	0	1	0	0	0	2	0	0	0	0	66	20:00	0	13	1	0	0	0	0	0	0	0	0	14		
8:15	0	49	7	0	0	0	0	0	0	0	0	0	0	56	20:15	0	19	0	0	0	0	0	1	0	0	0	20		
8:30	0	30	6	0	1	0	0	0	0	0	0	0	0	37	20:30	0	9	4	0	0	0	0	0	0	0	0	13		
8:45	0	28	3	0	2	0	0	0	1	0	0	0	0	34	20:45	1	5	3	0	0	0	0	1	0	0	0	10		
9:00	0	21	4	0	0	0	0	0	0	0	0	0	0	25	21:00	0	10	0	0	0	0	0	0	0	0	0	10		
9:15	0	21	3	0	1	0	0	0	2	0	0	0	0	27	21:15	0	10	0	0	0	0	0	0	0	0	0	10		
9:30	0	14	5	0	1	0	0	0	0	0	0	0	0	20	21:30	0	9	0	0	0	0	0	0	0	0	0	9		
9:45	1	18	2	0	3	0	0	0	2	0	0	0	0	26	21:45	0	6	0	0	1	0	0	0	0	0	0	7		
10:00	0	18	2	0	0	0	0	0	0	0	0	0	0	20	22:00	0	6	0	0	0	0	0	0	0	0	0	6		
10:15	0	26	2	0	0	0	0	0	1	0	0	0	0	29	22:15	0	4	1	0	0	0	0	1	0	0	0	6		
10:30	0	24	5	0	1	0	0	0	2	0	0	0	0	32	22:30	0	0	0	0	1	0	0	0	0	0	0	1		
10:45	0	26	4	0	0	1	0	0	1	0	0	0	0	32	22:45	0	7	0	0	0	0	0	0	0	0	0	7		
11:00	0	22	8	0	3	0	0	0	1	0	0	0	0	34	23:00	1	3	1	0	0	0	0	0	0	0	0	5		
11:15	0	24	3	0	0	0	0	0	1	0	0	0	0	28	23:15	0	3	1	0	0	0	0	0	0	0	0	4		
11:30	0	19	3	0	1	0	0	0	1	0	0	0	0	24	23:30	0	1	1	0	0	0	0	0	0	0	0	2		
11:45	0	24	8	0	1	0	0	0	1	0	0	0	0	34	23:45	0	4	0	0	0	0	0	0	0	0	0	4		
<b>TOTAL</b>	<b>1</b>	<b>805</b>	<b>112</b>	<b>1</b>	<b>24</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>964</b>	<b>TOTAL</b>	<b>7</b>	<b>1,084</b>	<b>165</b>	<b>1</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>1,299</b>		

**AM PEAK HOUR** 7:30 AM  
**AM PEAK VOLUME** 403

**PM PEAK HOUR** 2:30 PM  
**PM PEAK VOLUME** 186

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

<b>TOTAL: AM+PM</b>	8	1,889	277	2	47	5	0	0	34	0	0	1	0	2,263
<b>% OF TOTAL</b>	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



**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 TIME	COMBINED													TOTAL	PM Time	COMBINED													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	12:00	0	58	10	0	3	0	0	0	1	0	0	0	72	
0:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5	12:15	1	43	8	0	2	0	0	0	2	0	0	0	56	
0:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	12:30	2	56	15	0	2	0	0	0	1	0	0	0	76	
0:45	0	2	0	0	0	0	0	0	0	1	0	0	0	3	12:45	0	51	23	0	2	1	0	0	0	0	0	0	77	
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:00	0	53	12	0	0	1	0	0	0	0	0	0	66	
1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:15	0	63	15	0	1	0	0	0	0	0	0	0	79	
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:30	1	63	8	0	2	0	0	0	1	0	0	0	75	
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	0	58	14	0	3	0	0	0	0	0	0	0	75	
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:00	0	42	12	0	1	0	0	0	0	0	0	0	55	
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	58	13	0	3	1	0	0	1	0	0	0	76	
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	0	94	13	1	4	1	0	0	0	0	0	0	113	
2:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2	14:45	1	116	11	0	3	1	0	0	3	0	0	0	135	
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:00	0	91	9	0	3	0	0	0	0	0	0	0	103	
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:15	0	89	10	0	2	0	0	0	1	0	0	0	102	
3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:30	0	80	14	0	3	0	0	0	0	0	0	0	97	
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:45	0	90	9	0	2	0	0	0	0	0	0	0	101	
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16:00	0	68	8	0	1	0	0	0	1	0	0	0	78	
4:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3	16:15	0	71	15	0	2	0	0	0	0	0	0	0	88	
4:30	0	2	1	0	0	0	0	0	0	1	0	0	0	4	16:30	0	73	16	0	1	0	0	0	0	0	0	0	90	
4:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6	16:45	1	71	17	0	4	0	0	0	0	0	0	0	93	
5:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3	17:00	3	74	12	0	1	0	0	0	2	0	0	0	92	
5:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	17:15	0	99	17	0	0	0	0	0	0	0	0	0	116	
5:30	0	10	1	0	1	0	0	0	0	0	0	0	0	12	17:30	0	66	9	0	3	0	0	0	1	0	0	0	79	
5:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8	17:45	0	52	19	0	0	0	0	0	0	0	0	0	71	
6:00	0	8	5	0	0	0	0	0	0	0	0	0	0	13	18:00	0	65	11	0	0	0	0	0	0	0	0	0	76	
6:15	0	16	8	0	0	0	0	0	0	0	0	0	0	24	18:15	0	82	8	0	0	0	0	0	0	0	0	0	90	
6:30	0	9	11	0	2	0	0	0	0	1	0	0	1	24	18:30	1	72	4	0	0	0	0	0	0	0	0	0	77	
6:45	0	20	5	0	2	0	0	0	0	0	0	0	0	27	18:45	0	41	5	0	1	0	0	0	0	0	0	0	47	
7:00	0	31	11	0	2	0	0	0	0	0	0	0	0	44	19:00	0	26	4	0	1	0	0	0	0	0	0	0	31	
7:15	0	51	13	0	0	0	0	0	0	1	0	0	0	65	19:15	0	35	1	0	0	0	0	0	0	0	0	0	36	
7:30	0	157	21	1	1	0	0	0	0	0	0	0	0	180	19:30	1	38	1	0	0	0	0	0	1	0	0	0	41	
7:45	0	253	18	0	5	0	0	0	0	0	0	0	0	276	19:45	0	30	3	0	0	0	0	0	0	0	0	0	33	
8:00	0	152	25	0	5	0	0	0	0	2	0	0	0	184	20:00	0	27	2	0	0	0	0	0	0	0	0	0	29	
8:15	1	88	16	0	2	0	0	0	0	0	0	0	0	107	20:15	0	48	3	0	0	0	0	0	1	0	0	0	52	
8:30	0	60	13	1	1	0	0	0	0	0	0	0	0	75	20:30	0	36	7	0	0	0	0	1	0	0	0	0	44	
8:45	0	42	12	0	2	0	0	0	0	1	0	0	0	57	20:45	1	27	6	0	0	0	0	0	1	0	0	0	35	
9:00	0	37	8	1	0	0	0	0	0	0	0	0	0	46	21:00	0	19	2	0	0	0	0	0	0	0	0	0	21	
9:15	0	41	10	1	1	0	0	0	0	2	0	0	0	55	21:15	0	19	1	0	0	0	0	0	0	0	0	0	20	
9:30	0	30	11	0	2	0	0	0	0	0	0	0	0	43	21:30	0	17	0	0	0	0	0	0	0	0	0	0	17	
9:45	1	41	5	0	4	0	0	0	0	3	0	0	0	54	21:45	0	15	1	0	3	0	0	0	0	0	0	0	19	
10:00	0	44	8	0	1	0	0	0	0	0	0	0	0	53	22:00	0	11	0	0	0	0	0	0	0	0	0	0	11	
10:15	1	42	6	1	1	0	0	0	0	1	0	0	0	52	22:15	0	8	1	0	0	0	0	0	1	0	0	0	10	
10:30	1	51	12	0	1	0	0	0	0	2	0	0	0	67	22:30	0	8	0	0	1	0	0	0	0	0	0	0	9	
10:45	0	87	14	0	3	1	0	0	0	2	0	0	0	107	22:45	0	12	0	0	1	0	0	0	0	0	0	0	13	
11:00	0	124	30	0	8	0	0	0	0	1	2	0	0	165	23:00	1	7	2	0	0	0	0	0	0	0	0	0	10	
11:15	0	130	22	0	8	0	0	0	0	1	0	0	0	161	23:15	0	6	1	0	0	0	0	0	0	0	0	0	7	
11:30	0	75	13	0	2	0	0	0	0	3	0	0	0	93	23:30	0	2	1	0	0	0	0	0	0	0	0	0	3	
11:45	0	58	13	0	1	0	0	0	0	2	0	0	0	74	23:45	0	7	0	0	0	0	0	0	0	0	0	0	7	
<b>TOTAL</b>	<b>4</b>	<b>1,700</b>	<b>319</b>	<b>5</b>	<b>57</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2,113</b>	<b>TOTAL</b>	<b>13</b>	<b>2,337</b>	<b>373</b>	<b>1</b>	<b>55</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,803</b>	

AM PEAK HOUR 7:30 AM  
AM PEAK VOLUME 747

PM PEAK HOUR 2:30 PM  
PM PEAK VOLUME 453

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		

<b>TOTAL AM+PM</b>	17	4,037	692	6	112	6	0	2	43	0	0	1	0	4,916
<b>% OF TOTAL</b>	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%

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 TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL							
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13								
0:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	12:00	0	76	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89
0:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12:15	0	52	8	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	65		
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:30	0	33	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	44		
0:45	0	0	0	0	0	0	0	0	0	0	1	0	0	1	12:45	0	23	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35		
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:00	0	23	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33		
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:15	0	45	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	54			
1:30	0	2	0	0	1	0	0	0	0	0	0	0	0	3	13:30	0	25	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29			
1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:45	0	30	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34		
2:00	1	1	1	0	0	0	0	0	0	0	0	0	0	3	14:00	0	31	14	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	47		
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	29	10	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	43		
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	0	32	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40		
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:45	0	36	15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	53		
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:00	0	39	12	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	53		
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:15	0	39	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	58		
3:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	15:30	2	39	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	56		
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:45	2	33	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:00	0	38	6	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	47		
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:15	0	28	10	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	40		
4:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	16:30	2	40	22	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	65		
4:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	16:45	0	33	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50		
5:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	17:00	0	31	16	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	49		
5:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	17:15	0	29	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39		
5:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	17:30	0	32	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42		
5:45	0	0	3	0	0	0	0	0	0	0	0	0	0	3	17:45	0	20	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29		
6:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4	18:00	1	16	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33		
6:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5	18:15	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15		
6:30	0	8	6	0	0	1	0	0	0	0	0	0	0	15	18:30	0	28	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31		
6:45	0	5	8	1	0	0	0	0	0	0	0	0	0	14	18:45	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16		
7:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15	19:00	0	32	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36		
7:15	0	22	8	0	0	0	0	0	0	0	0	0	0	30	19:15	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15		
7:30	0	23	8	0	0	0	0	0	0	0	0	0	0	31	19:30	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19		
7:45	0	53	3	0	2	0	0	0	0	0	0	0	0	58	19:45	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11		
8:00	0	41	15	0	2	0	0	0	0	0	0	0	0	58	20:00	0	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25		
8:15	0	56	13	0	1	0	0	0	0	0	0	0	0	70	20:15	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22		
8:30	0	75	15	0	0	0	0	0	0	0	0	0	0	90	20:30	0	30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31		
8:45	0	64	15	0	0	0	0	0	0	0	0	0	0	79	20:45	0	28	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30		
9:00	0	24	10	0	3	0	0	0	0	0	0	0	0	37	21:00	0	13	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16		
9:15	0	17	6	0	1	0	0	0	0	0	0	0	0	24	21:15	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21		
9:30	0	20	10	0	1	0	0	0	0	0	0	0	0	31	21:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5		
9:45	0	20	5	0	2	0	0	0	0	0	0	0	0	27	21:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6		
10:00	1	9	9	0	0	0	0	0	0	0	0	0	0	19	22:00	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5		
10:15	0	19	10	1	0	0	0	0	0	0	0	0	0	30	22:15	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7		
10:30	0	13	9	0	3	0	0	0	0	0	0	0	0	25	22:30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9		
10:45	0	15	11	0	1	0	0	0	0	0	0	0	0	27	22:45	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6		
11:00	0	19	6	0	0	0	0	0	0	0	0	0	0	25	23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7		
11:15	0	17	8	0	2	0	0	0	0	0	0	0	0	27	23:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
11:30	1	32	10	0	1	0	0	0	0	0	0	0	0	44	23:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5		
11:45	0	73	18	0	1	0	0	0	0	0	0	0	0	92	23:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
<b>TOTAL</b>	<b>3</b>	<b>668</b>	<b>219</b>	<b>2</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>915</b>	<b>TOTAL</b>	<b>8</b>	<b>1,167</b>	<b>300</b>	<b>5</b>	<b>32</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,518</b>				

AM PEAK HOUR 8:00 AM  
AM PEAK VOLUME 297

PM PEAK HOUR 12:00 PM  
PM PEAK VOLUME 233

<b>CLASS 1</b>	Class 1 — Motorcycles	<b>CLASS 8</b>	3 to 4 Axles, Single Trailer
<b>CLASS 2</b>	Passenger Cars	<b>CLASS 9</b>	5 Axles, Single Trailer
<b>CLASS 3</b>	2 Axles, 4-Tire Single Units	<b>CLASS 10</b>	6 or More Axles, Single Trailer
<b>CLASS 4</b>	Buses	<b>CLASS 11</b>	5 or Less Axles, Multi-Trailers
<b>CLASS 5</b>	2 Axles, 6-Tire Single Units	<b>CLASS 12</b>	6 Axles, Multi-Trailers
<b>CLASS 6</b>	3 Axles, Single Unit	<b>CLASS 13</b>	7 or More Axles, Multi-Trailers
<b>CLASS 7</b>	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: Wednesday, March 08, 2023  
JOB #: SC3889

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

AM TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	12:00	1	31	5	0	1	0	0	0	0	0	0	38		
0:15	0	1	0	0	1	0	0	0	0	0	0	0	0	2	12:15	0	24	2	0	3	0	0	0	0	0	0	29		
0:30	0	2	0	0	0	0	0	0	0	1	0	0	0	3	12:30	0	38	7	0	1	0	0	0	1	0	0	47		
0:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	12:45	0	33	3	0	0	0	0	1	0	0	0	37		
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:00	0	24	1	0	0	0	0	1	0	0	0	26		
1:15	0	1	0	0	0	0	0	0	0	2	0	0	0	3	13:15	0	38	4	0	1	0	0	0	0	0	0	43		
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:30	0	31	8	0	2	0	0	2	0	0	0	43		
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	0	27	5	0	2	0	0	0	0	0	0	34		
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:00	0	24	7	0	3	0	0	1	0	0	0	35		
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	40	7	0	4	0	0	1	0	0	0	52		
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	0	36	9	0	0	1	0	0	0	0	0	46		
2:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1	14:45	0	50	9	1	0	0	0	2	0	0	0	62		
3:00	0	1	0	0	0	0	0	0	0	1	0	0	0	2	15:00	0	27	8	0	0	1	0	2	0	0	0	38		
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:15	0	34	4	0	0	0	0	1	0	0	0	39		
3:30	0	0	1	0	1	0	0	0	0	0	0	0	0	2	15:30	0	27	6	0	0	0	0	1	0	0	0	34		
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:45	0	39	10	0	0	0	0	1	0	0	0	50		
4:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	16:00	0	24	9	0	1	0	0	1	0	0	0	35		
4:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16:15	0	28	7	0	2	0	0	0	0	0	0	37		
4:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16:30	1	29	7	0	0	0	0	0	0	0	0	37		
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:45	1	24	7	0	1	0	0	2	0	0	0	35		
5:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	17:00	1	26	3	0	0	0	0	0	0	0	0	30		
5:15	0	1	0	0	1	0	0	0	0	0	0	0	0	2	17:15	0	25	7	0	0	0	0	0	0	0	0	32		
5:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	17:30	0	32	6	0	0	0	0	0	0	0	0	38		
5:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4	17:45	0	27	1	0	1	0	0	0	0	0	0	29		
6:00	0	4	4	0	0	0	0	0	0	1	0	0	0	9	18:00	0	24	8	0	0	0	0	1	0	0	0	33		
6:15	0	9	5	0	0	0	0	0	0	1	0	0	0	15	18:15	0	29	4	0	0	1	0	1	0	0	0	35		
6:30	0	10	1	0	2	0	0	0	0	0	0	0	0	13	18:30	0	25	6	0	1	0	0	0	1	0	0	33		
6:45	0	12	4	0	1	0	0	0	0	0	0	0	0	17	18:45	0	32	4	0	1	0	0	1	0	0	0	38		
7:00	0	20	6	0	1	0	0	0	0	0	0	0	0	27	19:00	0	24	7	0	0	0	0	0	0	0	0	31		
7:15	0	25	5	0	0	0	0	0	0	0	0	0	0	30	19:15	0	11	3	0	0	0	0	1	0	0	0	15		
7:30	0	48	3	1	1	0	0	0	0	0	0	0	0	53	19:30	0	8	2	0	0	0	0	0	0	0	0	10		
7:45	0	75	7	0	0	0	0	0	0	1	0	0	0	83	19:45	0	17	1	0	0	0	0	0	0	0	0	18		
8:00	0	56	3	0	0	0	0	0	0	0	0	0	0	59	20:00	0	13	1	0	0	0	0	0	0	0	0	14		
8:15	0	67	7	0	0	0	0	0	0	0	0	0	0	74	20:15	0	14	3	0	1	1	0	0	0	0	0	19		
8:30	0	96	11	0	0	0	0	0	0	0	0	0	0	107	20:30	0	12	2	0	0	1	0	0	0	0	0	15		
8:45	0	53	6	0	1	0	0	0	0	0	0	0	0	60	20:45	0	10	2	0	0	0	0	0	0	0	0	12		
9:00	0	32	3	0	2	0	0	0	0	0	0	0	0	37	21:00	0	9	0	0	0	0	0	1	0	0	0	10		
9:15	1	52	5	0	0	0	0	0	0	1	0	0	0	59	21:15	0	5	0	0	0	0	0	0	0	0	0	5		
9:30	0	32	6	0	2	0	0	0	0	2	0	0	0	42	21:30	0	12	1	0	0	0	0	1	0	0	0	14		
9:45	0	19	4	0	2	0	0	0	1	2	0	0	0	28	21:45	0	5	1	0	0	0	0	0	0	0	0	6		
10:00	0	24	6	0	0	0	0	0	0	0	0	0	0	30	22:00	0	8	1	0	0	0	0	1	0	0	0	10		
10:15	0	20	3	0	2	1	0	0	0	0	0	0	0	26	22:15	0	7	1	0	0	0	0	0	0	0	0	8		
10:30	0	20	9	0	0	0	0	0	0	3	0	0	0	32	22:30	0	3	1	0	0	0	0	0	0	0	0	4		
10:45	0	29	4	0	1	0	0	0	0	0	0	0	0	34	22:45	0	2	1	0	0	0	0	1	0	0	0	4		
11:00	0	31	2	0	2	0	0	0	0	1	0	0	0	36	23:00	0	3	0	0	0	0	0	0	0	0	0	3		
11:15	0	26	4	0	2	1	0	0	0	1	0	0	0	34	23:15	0	5	0	0	0	0	0	0	0	0	0	5		
11:30	0	17	2	0	1	1	0	0	0	3	0	0	0	24	23:30	0	4	0	0	0	0	0	0	0	0	0	4		
11:45	0	26	5	0	2	0	0	0	0	3	0	0	0	36	23:45	0	2	0	0	0	0	0	0	0	0	0	2		
<b>TOTAL</b>	<b>1</b>	<b>827</b>	<b>120</b>	<b>1</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,001</b>	<b>TOTAL</b>	<b>4</b>	<b>1,022</b>	<b>191</b>	<b>1</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,274</b>		

**AM PEAK HOUR** 7:45 AM  
**AM PEAK VOLUME** 323

**PM PEAK HOUR** 2:15 PM  
**PM PEAK VOLUME** 198

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

<b>TOTAL: AM+PM</b>	5	1,849	311	2	50	8	0	1	49	0	0	0	0	2,275
<b>% OF TOTAL</b>	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

**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 TIME	COMBINED													TOTAL	PM Time	COMBINED													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	12:00	1	107	17	0	2	0	0	0	0	0	0	0	127	
0:15	0	3	0	0	1	0	0	0	0	0	0	0	0	4	12:15	0	76	10	0	8	0	0	0	0	0	0	94		
0:30	0	2	0	0	0	0	0	0	0	1	0	0	0	3	12:30	0	71	17	0	2	0	0	0	1	0	0	91		
0:45	0	3	0	0	0	0	0	0	0	1	0	0	0	4	12:45	0	56	15	0	0	0	0	0	1	0	0	72		
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:00	0	47	9	0	2	0	0	0	1	0	0	59		
1:15	0	1	0	0	0	0	0	0	0	2	0	0	0	3	13:15	0	83	12	0	2	0	0	0	0	0	0	97		
1:30	0	3	0	0	1	0	0	0	0	0	0	0	0	4	13:30	0	56	12	0	2	0	0	0	2	0	0	72		
1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:45	0	57	8	0	3	0	0	0	0	0	0	68		
2:00	1	1	1	0	0	0	0	0	0	0	0	0	0	3	14:00	0	55	21	0	4	1	0	0	1	0	0	82		
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	69	17	0	7	0	0	0	2	0	0	95		
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	0	68	16	1	0	1	0	0	0	0	0	86		
2:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1	14:45	0	86	24	1	2	0	0	0	2	0	0	115		
3:00	0	2	0	0	0	0	0	0	0	1	0	0	0	3	15:00	0	66	20	0	2	1	0	0	2	0	0	91		
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:15	0	73	22	0	1	0	0	0	1	0	0	97		
3:30	0	2	2	0	1	0	0	0	0	0	0	0	0	5	15:30	2	66	19	1	1	0	0	0	1	0	0	90		
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:45	2	72	22	0	0	0	0	0	1	0	0	97		
4:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	16:00	0	62	15	0	4	0	0	0	1	0	0	82		
4:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16:15	0	56	17	0	3	1	0	0	0	0	0	77		
4:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4	16:30	3	69	29	0	0	0	0	0	1	0	0	102		
4:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	16:45	1	57	24	0	1	0	0	0	2	0	0	85		
5:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5	17:00	1	57	19	0	2	0	0	0	0	0	0	79		
5:15	0	2	0	0	1	0	0	0	0	0	0	0	0	3	17:15	0	54	17	0	0	0	0	0	0	0	0	71		
5:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	17:30	0	64	15	0	1	0	0	0	0	0	0	80		
5:45	0	3	4	0	0	0	0	0	0	0	0	0	0	7	17:45	0	47	9	1	1	0	0	0	0	0	0	58		
6:00	0	5	7	0	0	0	0	0	0	1	0	0	0	13	18:00	1	40	23	1	0	0	0	0	1	0	0	66		
6:15	0	12	7	0	0	0	0	0	0	1	0	0	0	20	18:15	0	42	6	0	0	1	0	0	1	0	0	50		
6:30	0	18	7	0	2	1	0	0	0	0	0	0	0	28	18:30	0	53	9	0	1	0	0	0	1	0	0	64		
6:45	0	17	12	1	1	0	0	0	0	0	0	0	0	31	18:45	0	48	4	0	1	0	0	0	1	0	0	54		
7:00	0	31	10	0	1	0	0	0	0	0	0	0	0	42	19:00	0	56	8	1	2	0	0	0	0	0	0	67		
7:15	0	47	13	0	0	0	0	0	0	0	0	0	0	60	19:15	0	23	6	0	0	0	0	0	1	0	0	30		
7:30	0	71	11	1	1	0	0	0	0	0	0	0	0	84	19:30	0	27	2	0	0	0	0	0	0	0	0	29		
7:45	0	128	10	0	2	0	0	0	0	1	0	0	0	141	19:45	0	28	1	0	0	0	0	0	0	0	0	29		
8:00	0	97	18	0	2	0	0	0	0	0	0	0	0	117	20:00	0	36	3	0	0	0	0	0	0	0	0	39		
8:15	0	123	20	0	1	0	0	0	0	0	0	0	0	144	20:15	0	36	3	0	1	1	0	0	0	0	0	41		
8:30	0	171	26	0	0	0	0	0	0	0	0	0	0	197	20:30	0	42	3	0	0	1	0	0	0	0	0	46		
8:45	0	117	21	0	1	0	0	0	0	0	0	0	0	139	20:45	0	38	3	0	1	0	0	0	0	0	0	42		
9:00	0	56	13	0	5	0	0	0	0	0	0	0	0	74	21:00	0	22	2	0	1	0	0	0	1	0	0	26		
9:15	1	69	11	0	1	0	0	0	0	1	0	0	0	83	21:15	0	23	3	0	0	0	0	0	0	0	0	26		
9:30	0	52	16	0	3	0	0	0	0	2	0	0	0	73	21:30	0	17	1	0	0	0	0	0	1	0	0	19		
9:45	0	39	9	0	4	0	0	0	1	2	0	0	0	55	21:45	0	11	1	0	0	0	0	0	0	0	0	12		
10:00	1	33	15	0	0	0	0	0	0	0	0	0	0	49	22:00	0	12	1	0	0	0	0	0	2	0	0	15		
10:15	0	39	13	1	2	1	0	0	0	0	0	0	0	56	22:15	1	13	1	0	0	0	0	0	0	0	0	15		
10:30	0	33	18	0	3	0	0	0	3	0	0	0	0	57	22:30	0	11	2	0	0	0	0	0	0	0	0	13		
10:45	0	44	15	0	2	0	0	0	0	0	0	0	0	61	22:45	0	6	2	0	0	0	0	0	2	0	0	10		
11:00	0	50	8	0	2	0	0	0	1	0	0	0	0	61	23:00	0	10	0	0	0	0	0	0	0	0	0	10		
11:15	0	43	12	0	4	1	0	0	1	0	0	0	0	61	23:15	0	8	0	0	0	0	0	0	0	0	0	8		
11:30	1	49	12	0	2	1	0	0	3	0	0	0	0	68	23:30	0	9	0	0	0	0	0	0	0	0	0	9		
11:45	0	99	23	0	3	0	0	0	3	0	0	0	0	128	23:45	0	4	1	0	0	0	0	0	0	0	0	5		
<b>TOTAL</b>	<b>4</b>	<b>1,495</b>	<b>339</b>	<b>3</b>	<b>46</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,916</b>	<b>TOTAL</b>	<b>12</b>	<b>2,189</b>	<b>491</b>	<b>6</b>	<b>57</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>2,792</b>		

AM PEAK HOUR 7:45 AM  
AM PEAK VOLUME 599

PM PEAK HOUR 2:45 PM  
PM PEAK VOLUME 393

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		

<b>TOTAL AM+PM</b>	16	3,684	830	9	103	11	0	1	54	0	0	0	0	4,708
<b>% OF TOTAL</b>	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%

# Synchro Worksheets

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↘	↑	↑	↗
Traffic Vol, veh/h	0	0	2	344	396	7
Future Vol, veh/h	0	0	2	344	396	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	-	0	200	-	-	195
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	68	68	68	68	68	68
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	3	506	582	10

Major/Minor	Minor2	Major2		
Conflicting Flow All	582	582	-	0
Stage 1	582	582	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	475	~ 425	-	-
Stage 1	559	~ 499	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	475	0	-	-
Mov Cap-2 Maneuver	475	0	-	-
Stage 1	559	0	-	-
Stage 2	-	0	-	-

Approach	NB	SB
HCM Control Delay, s		0
HCM LOS	-	

Minor Lane/Major Mvmt	NBLn1	NBLn2	SBT	SBR
Capacity (veh/h)	475	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-
HCM Control Delay (s)	12.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↘	↑	↑	↗
Traffic Vol, veh/h	0	9	1	209	168	14
Future Vol, veh/h	0	9	1	209	168	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	-	0	200	-	-	195
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	1	249	200	17

Major/Minor	Minor2	Major2		
Conflicting Flow All	200	200	-	0
Stage 1	200	200	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	789	696	-	-
Stage 1	834	736	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	789	0	-	-
Mov Cap-2 Maneuver	789	0	-	-
Stage 1	834	0	-	-
Stage 2	-	0	-	-

Approach	NB	SB
HCM Control Delay, s		0
HCM LOS	-	

Minor Lane/Major Mvmt	NBLn1	NBLn2	SBT	SBR
Capacity (veh/h)	789	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-
HCM Control Delay (s)	9.6	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↘	↑	↑	↗
Traffic Vol, veh/h	0	19	26	344	396	123
Future Vol, veh/h	0	19	26	344	396	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	-	0	200	-	-	195
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	68	68	68	68	68	68
Heavy Vehicles, %	2	100	2	2	2	16
Mvmt Flow	0	28	38	506	582	181

Major/Minor	Minor2	Major2		
Conflicting Flow All	582	582	-	0
Stage 1	582	582	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	475	~ 425	-	-
Stage 1	559	~ 499	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	475	0	-	-
Mov Cap-2 Maneuver	475	0	-	-
Stage 1	559	0	-	-
Stage 2	-	0	-	-

Approach	NB	SB
HCM Control Delay, s		0
HCM LOS	-	

Minor Lane/Major Mvmt	NBLn1	NBLn2	SBT	SBR
Capacity (veh/h)	475	-	-	-
HCM Lane V/C Ratio	0.08	-	-	-
HCM Control Delay (s)	13.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon



Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↘	↑	↑	↗
Traffic Vol, veh/h	0	149	1	209	168	33
Future Vol, veh/h	0	149	1	209	168	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	-	0	200	-	-	195
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	13	2	2	2	58
Mvmt Flow	0	177	1	249	200	39

Major/Minor	Minor2	Major2		
Conflicting Flow All	200	200	-	0
Stage 1	200	200	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	789	696	-	-
Stage 1	834	736	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	789	0	-	-
Mov Cap-2 Maneuver	789	0	-	-
Stage 1	834	0	-	-
Stage 2	-	0	-	-

Approach	NB	SB
HCM Control Delay, s		0
HCM LOS	-	

Minor Lane/Major Mvmt	NBLn1	NBLn2	SBT	SBR
Capacity (veh/h)	789	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-
HCM Control Delay (s)	9.6	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-