	Project:	Colton CMP 2008					
N/S St:	Mt. Vernon		**E/W St:**	Grant/ Citrus		**Ex St:**	La Cadena
Year:	2008	**Scenario:**	a m peak hour				
Lane Capacity:				**Period:**	7:30 AM		
T & R:	1700	L:	1650				
Movement	Lanes	Capacity	Volume	V/C	Critical	phf adjust	
NL	1	1650	40	0.07		42	
NR	s	S	28	0.07		29	
NT	2	3400	213	0.07	0.07	224	
SL	1	1650	34	0.11	0.11	36	
SR	s	S	70	0.07		74	
ST	2	3400	242	0.07		255	
				N-S V/C:	0.18		
EL	s	S	0	0.00	0.00	0	
ER	s	S	14	0.00		15	
ET	1	1700	0	0.07		0	
WL	s	S	86	0.01		91	
WR	1	1700	21	0.08	0.08	22	
WT	2	3400	25	0.07		26	
				E-W V/C:	0.08		
ExL	1.5	2475	90	0.17	0.17	95	
ExR	s	S	10	0.02		11	
ExT	1.5	2550	55	0.07		58	
				Ex V/C:	0.17		
				Total V/C:	0.44		
				LOS:	**A**		
Notes:							
1) Right turn overlap movements adjusted.							
2) If approach does not exist, designate as "0".							
3) If rights or lefts are shared ,designate as "S".							
4) Free right turn lanes are designated as "F".							
5) Ex is the 5th leg: in most cases should be the low volume approach.							
Peak Hour Factor:		0.95					

	Project:	Colton CMP 2008					
N/S St:	Mt. Vernon		**E/W St:**	Grant/ Citrus		**Ex St:**	La Cadena
Year:	2008	**Scenario:**	p m peak hour				
Lane Capacity:				**Period:**	4:30 PM		
T & R:	1700	L:	1650				
Movement	Lanes	Capacity	Volume	V/C	Critical	phf adjust	
NL	1	1650	55	0.07		58	
NR	s	S	69	0.17		73	
NT	2	3400	559	0.17	0.17	588	
SL	1	1650	48	0.11	0.11	51	
SR	s	S	108	0.13		114	
ST	2	3400	432	0.13		455	
				N-S V/C:	0.29		
EL	s	S	0	0.00	0.00	0	
ER	s	S	33	0.00		35	
ET	1	1700	0	0.07		0	
WL	s	S	167	0.00		176	
WR	1	1700	33	0.08	0.08	35	
WT	2	3400	11	0.07		12	
				E-W V/C:	0.08		
ExL	1.5	2475	225	0.17	0.17	237	
ExR	s	S	14	0.04		15	
ExT	1.5	2550	94	0.07		99	
				Ex V/C:	0.17		
				Total V/C:	0.54		
				LOS:	**A**		
Notes:							
1) Right turn overlap movements adjusted.							
2) If approach does not exist, designate as "0".							
3) If rights or lefts are shared ,designate as "S".							
4) Free right turn lanes are designated as "F".							
5) Ex is the 5th leg: in most cases should be the low volume approach.							
Peak Hour Factor:		0.95					

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

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Intersection #1 Mt Vernon and Cooley (AM)

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Cycle (sec): 50 Critical Vol./Cap.(X): 0.541
Loss Time (sec): 2 (Y+R=3.0 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: OPTIMIZED Level Of Service: B

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Street Name:	Mt. Vernon							Cooley					
Approach:	North Bound				South Bound			East Bound				West Bound	
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	4	4	4	4	4	4	4	4	4	4	4	4	
Lanes:	1	0 2	0 1	1	0 2	1 0	1	0 0	1 0	1	0 1	0 1	
Volume Module:													
Base Vol:	120	325	414	265	388	87	24	17	20	84	15	184	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	120	325	414	265	388	87	24	17	20	84	15	184	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
PHF Volume:	126	342	436	279	408	92	25	18	21	88	16	194	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	126	342	436	279	408	92	25	18	21	88	16	194	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Vol.:	126	342	436	279	408	92	25	18	21	88	16	194	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.89	0.95	0.85	0.95	0.89	0.83	0.89	0.92	0.92	0.89	1.00	0.85	
Lanes:	1.00	2.00	1.00	1.00	2.42	0.58	1.00	0.46	0.54	1.00	1.00	1.00	
Final Sat.:	1700	1800	1800	1800	1800	1700	1700	1800	1800	1700	1800	1800	
Capacity Analysis Module:													
Vol/Sat:	0.07	0.19	0.24	0.15	0.23	0.05	0.01	0.01	0.01	0.05	0.01	0.11	
Crit Moves:		****	****			****				****			

Green/Cycle:	0.18	0.42	0.42	0.27	0.51	0.51	0.08	0.13	0.13	0.13	0.19	0.19
Volume/Cap:	0.41	0.45	0.57	0.57	0.44	0.11	0.19	0.07	0.09	0.39	0.05	0.57
Uniform Del:	18.1	10.3	11.0	15.8	7.7	6.3	21.5	18.9	19.0	19.8	16.6	18.5
IncremntDel:	0.9	0.4	1.1	1.7	0.3	0.0	0.7	0.1	0.1	1.1	0.1	2.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.0	10.7	12.1	17.4	8.0	6.3	22.1	19.0	19.1	20.9	16.7	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	10.7	12.1	17.4	8.0	6.3	22.1	19.0	19.1	20.9	16.7	20.9
LOS by Move:	B	B	B	B	A	A	C	B	B	C	B	C
HCM2kAvgQ:	2	3	6	5	2	1	1	1	1	2	0	4

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

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

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Intersection #1 Mt Vernon and Cooley (PM)

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Cycle (sec): 50 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 2 (Y+R=3.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: OPTIMIZED Level Of Service: B

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Street Name:	Mt. Vernon							Cooley					
Approach:	North Bound				South Bound			East Bound				West Bound	
Movement:	L	- T	- R		L	- T	- R	L	- T	- R		L - T	- R
Control:	Protected				Protected			Permitted				Permitted	
Rights:	Include				Include			Include				Include	
Min. Green:	4	4	4		4	4	4	4	4	4		4	4	4
Lanes:	1 0	2 0	1		1 0	2 1	0	1 0	0 1	0		1 0	1 0	1
Volume Module:														
Base Vol:	40	517	177		227	550	22	115	33	114		276	15	483
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:	40	517	177		227	550	22	115	33	114		276	15	483
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PHF Volume:	40	517	177		227	550	22	115	33	114		276	15	483
Reduct Vol:	0	0	0		0	0	0	0	0	0		0	0	0
Reduced Vol:	40	517	177		227	550	22	115	33	114		276	15	483
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Final Vol.:	40	517	177		227	550	22	115	33	114		276	15	483
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900		1900	1900	1900	1900	1900	1900		1900	1900	1900
Adjustment:	0.89	0.95	0.85		0.95	0.90	0.85	0.71	0.88	0.88		0.55	1.00	0.85
Lanes:	1.00	2.00	1.00		1.00	2.88	0.12	1.00	0.22	0.78		1.00	1.00	1.00
Final Sat.:	1700	1800	1800		1800	1800	1700	1700	1800	1800		1700	1800	1800
Capacity Analysis Module:														
Vol/Sat:	0.02	0.29	0.10		0.13	0.31	0.01	0.07	0.02	0.06		0.16	0.01	0.27
Crit Moves:		****			****							****		

Green/Cycle: 0.12 0.40 0.40 0.18 0.46 0.46 0.38 0.38 0.38 0.38 0.38 0.38
Volume/Cap: 0.19 0.71 0.24 0.71 0.66 0.03 0.18 0.05 0.17 0.43 0.02 0.71
Uniform Del: 19.8 12.4 9.8 19.3 10.4 7.3 10.4 9.9 10.3 11.6 9.8 13.2
IncremntDel: 0.5 3.3 0.2 7.2 1.9 0.0 0.1 0.0 0.1 0.5 0.0 3.5
InitQueuDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Delay/Veh: 20.3 15.7 10.0 26.6 12.4 7.4 10.5 9.9 10.4 12.0 9.8 16.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 20.3 15.7 10.0 26.6 12.4 7.4 10.5 9.9 10.4 12.0 9.8 16.7
LOS by Move: C B B C B A B A B B A B
HCM2kAvgQ: 1 5 2 5 4 2 1 1 2 4 0 8
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Note: Queue reported is the number of cars per lane.
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