Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pennsylvania Avenue
E/W: Mill Street
Weather: Sunny

File Name : CNPEMIAM
Site Code : 05424322
Start Date : 6/11/2008
Page No : 1

Groups Printed- Total Volume

	Penn Lane Southbound				Mill Street Westbound				Pennsylvania Avenue Northbound				Mill Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	2	3	6	12	43	0	55	7	0	18	25	0	77	5	82	168
07:15 AM	2	4	3	9	24	56	2	82	5	1	16	22	0	88	9	97	210
07:30 AM	0	8	0	8	19	57	0	76	8	2	25	35	2	116	17	135	254
07:45 AM	4	8	4	16	23	39	0	62	10	3	43	56	1	150	16	167	301
Total	7	22	10	39	78	195	2	275	30	6	102	138	3	431	47	481	933
08:00 AM	2	3	0	5	20	52	0	72	17	4	32	53	2	107	11	120	250
08:15 AM	1	3	1	5	11	41	3	55	15	3	26	44	1	74	7	82	186
08:30 AM	0	2	3	5	13	40	1	54	11	1	17	29	0	60	3	63	151
08:45 AM	3	1	1	5	12	46	0	58	6	1	21	28	2	90	8	100	191
Total	6	9	5	20	56	179	4	239	49	9	96	154	5	331	29	365	778
Grand Total	13	31	15	59	134	374	6	514	79	15	198	292	8	762	76	846	1711
Apprch %	22	52.5	25.4		26.1	72.8	1.2		27.1	5.1	67.8		0.9	90.1	9		
Total %	0.8	1.8	0.9	3.4	7.8	21.9	0.4	30	4.6	0.9	11.6	17.1	0.5	44.5	4.4	49.4	

	Penn Lane Southbound				Mill Street Westbound				Pennsylvania Avenue Northbound				Mill Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	4	3	9	**24**	56	**2**	**82**	5	1	16	22	0	88	9	97	210
07:30 AM	0	**8**	0	8	19	**57**	0	76	8	2	25	35	**2**	116	**17**	135	254
07:45 AM	**4**	8	**4**	**16**	23	39	0	62	10	3	**43**	**56**	1	**150**	16	**167**	**301**
08:00 AM	2	3	0	5	20	52	0	72	**17**	**4**	32	53	2	107	11	120	250
Total Volume	8	23	7	38	86	204	2	292	40	10	116	166	5	461	53	519	1015
% App. Total	21.1	60.5	18.4		29.5	69.9	0.7		24.1	6	69.9		1	88.8	10.2		
PHF	.500	.719	.438	.594	.896	.895	.250	.890	.588	.625	.674	.741	.625	.768	.779	.777	.843

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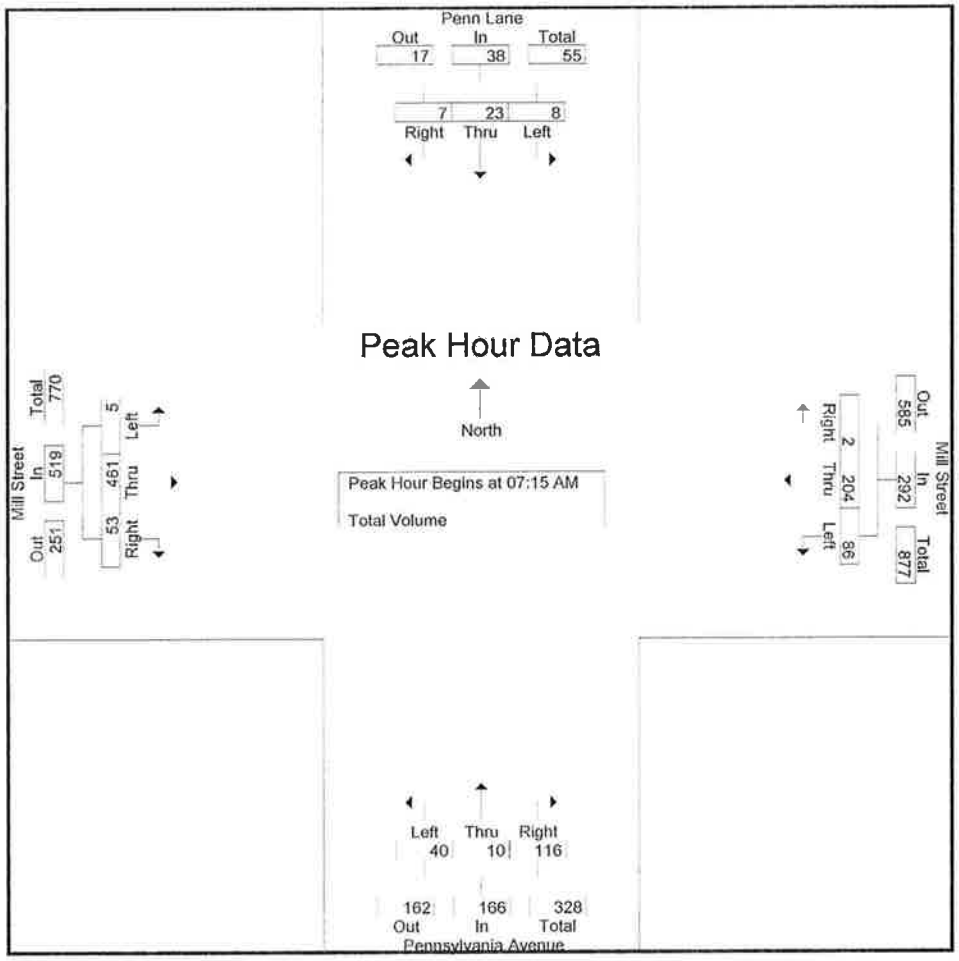

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:30 AM				07:15 AM			
+0 mins.	1	2	3	6	**24**	56	**2**	**82**	8	2	25	35	0	88	9	97
+15 mins.	2	4	3	9	19	**57**	0	76	10	3	**43**	**56**	**2**	116	**17**	135
+30 mins.	0	**8**	0	8	23	39	0	62	**17**	4	32	53	1	**150**	16	**167**
+45 mins.	4	8	4	**16**	20	52	0	72	15	3	26	44	2	107	11	120
Total Volume	7	22	10	39	86	204	2	292	50	12	126	188	5	461	53	519
% App. Total	17.9	56.4	25.6		29.5	69.9	0.7		26.6	6.4	67		1	88.8	10.2	
PHF	.438	.688	.625	.609	.896	.895	.250	.890	.735	.750	.733	.839	.625	.768	.779	.777

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Groups Printed- Total Volume

	Penn Lane Southbound				Mill Street Westbound				Pennsylvania Avenue Northbound				Mill Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	7	4	0	11	28	116	5	149	22	2	41	65	4	96	9	109	334
04:15 PM	2	3	2	7	15	120	2	137	25	3	18	46	2	96	14	112	302
04:30 PM	0	5	4	9	22	113	2	137	13	6	27	46	1	101	10	112	304
04:45 PM	3	2	8	13	23	117	2	142	18	2	31	51	3	138	9	150	356
Total	12	14	14	40	88	466	11	565	78	13	117	208	10	431	42	483	1296
05:00 PM	1	6	3	10	18	105	4	127	21	4	33	58	2	111	7	120	315
05:15 PM	2	1	2	5	26	124	4	154	20	3	21	44	6	142	19	167	370
05:30 PM	8	1	5	14	19	113	4	136	27	4	33	64	2	106	13	121	335
05:45 PM	3	6	0	9	21	98	3	122	18	5	19	42	0	123	9	132	305
Total	14	14	10	38	84	440	15	539	86	16	106	208	10	482	48	540	1325
Grand Total	26	28	24	78	172	906	26	1104	164	29	223	416	20	913	90	1023	2621
Apprch %	33.3	35.9	30.8		15.6	82.1	2.4		39.4	7	53.6		2	89.2	8.8		
Total %	1	1.1	0.9	3	6.6	34.6	1	42.1	6.3	1.1	8.5	15.9	0.8	34.8	3.4	39	

	Penn Lane Southbound				Mill Street Westbound				Pennsylvania Avenue Northbound				Mill Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	3	2	**8**	13	23	117	2	142	18	2	31	51	3	138	9	150	356
05:00 PM	1	**6**	3	10	18	105	**4**	127	21	**4**	**33**	58	2	111	7	120	315
05:15 PM	2	1	2	5	**26**	**124**	4	**154**	20	3	21	44	**6**	**142**	**19**	**167**	**370**
05:30 PM	**8**	1	5	**14**	19	113	4	136	**27**	4	33	**64**	2	106	13	121	335
Total Volume	14	10	18	42	86	459	14	559	86	13	118	217	13	497	48	558	1376
% App. Total	33.3	23.8	42.9		15.4	82.1	2.5		39.6	6	54.4		2.3	89.1	8.6		
PHF	.438	.417	.563	.750	.827	.925	.875	.907	.796	.813	.894	.848	.542	.875	.632	.835	.930

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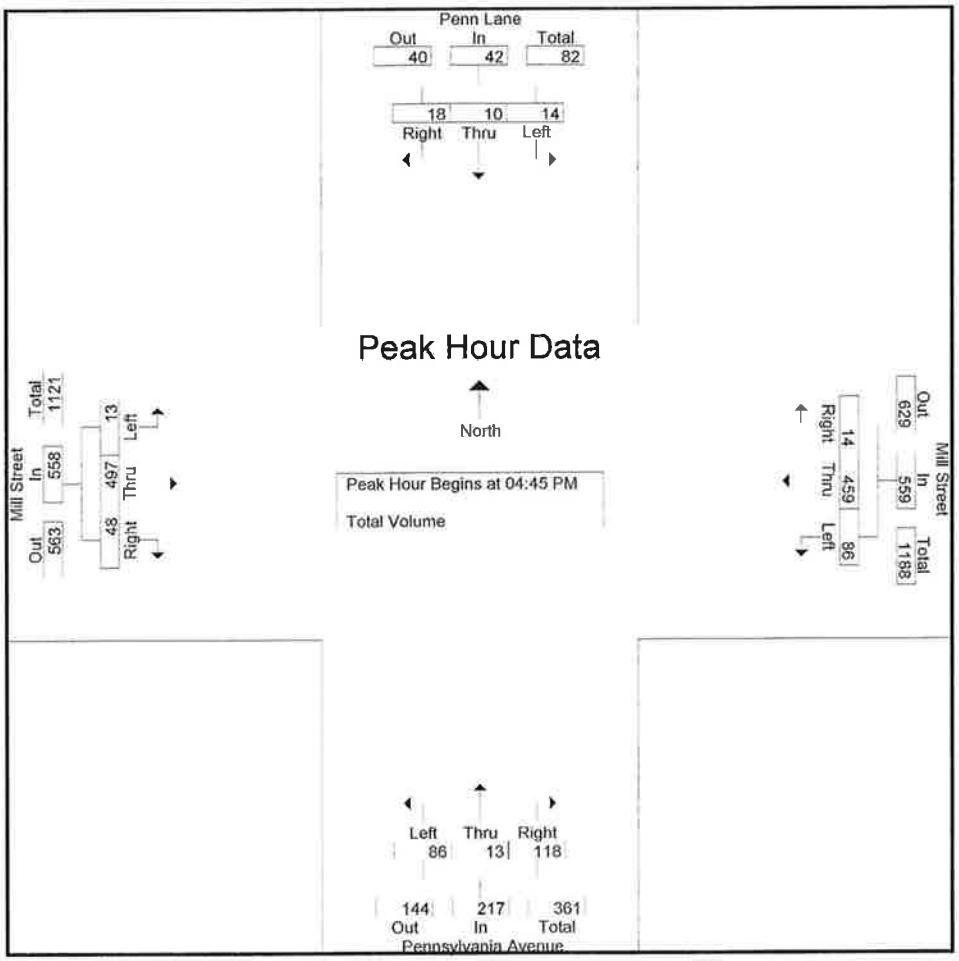

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:45 PM				04:45 PM			
+0 mins.	3	2	**8**	13	**28**	116	**5**	**149**	18	2	31	51	3	138	9	150
+15 mins.	1	**6**	3	10	15	**120**	2	137	21	**4**	**33**	58	2	111	7	120
+30 mins.	2	1	2	5	22	113	2	137	20	3	21	44	**6**	**142**	**19**	**167**
+45 mins.	**8**	1	5	**14**	23	117	2	142	**27**	4	33	**64**	2	106	13	121
Total Volume	14	10	18	42	88	466	11	565	86	13	118	217	13	497	48	558
% App. Total	33.3	23.8	42.9		15.6	82.5	1.9		39.6	6	54.4		2.3	89.1	8.6	
PHF	.438	.417	.563	.750	.786	.971	.550	.948	.796	.813	.894	.848	.542	.875	.632	.835

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

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Intersection #1 Penn and Mill (AM)

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Cycle (sec): 50 Critical Vol./Cap.(X): 0.407
Loss Time (sec): 2 (Y+R=3.0 sec) Average Delay (sec/veh): 9.3
Optimal Cycle: OPTIMIZED Level Of Service: A

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Street Name:	Penn way							Mill					
Approach:	North Bound				South Bound			East Bound				West Bound	
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	4	4	4	4	4	4	4	4	4	4	4	4	
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	
Volume Module: 130													
Base Vol:	40	10	116	8	23	7	5	461	53	86	204	2	
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	10	116	8	23	7	5	461	53	86	204	2	
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:	42	11	122	8	24	7	5	485	56	91	215	2	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	42	11	122	8	24	7	5	485	56	91	215	2	
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.:	42	11	122	8	24	7	5	485	56	91	215	2	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.69	0.86	0.86	0.48	0.97	0.91	0.89	0.99	0.99	0.89	1.00	1.00	
Lanes:	1.00	0.08	0.92	1.00	0.76	0.24	1.00	0.90	0.10	1.00	0.99	0.01	
Final Sat.:	1700	1800	1800	1800	1800	1700	1700	1800	1800	1700	1800	1800	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.01	0.07	0.00	0.01	0.00	0.00	0.27	0.03	0.05	0.12	0.00	
Crit Moves:		****				****			****				

Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.32	0.66	0.66	0.13	0.47	0.47
Volume/Cap:	0.15	0.04	0.41	0.03	0.08	0.03	0.01	0.41	0.05	0.41	0.25	0.00
Uniform Del:	17.8	17.5	18.6	17.4	17.6	17.4	11.6	3.9	2.9	19.9	7.8	6.9
IncremntDel:	0.2	0.0	0.8	0.0	0.1	0.0	0.0	0.2	0.0	1.2	0.2	0.0
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:	18.0	17.5	19.5	17.5	17.7	17.4	11.7	4.1	2.9	21.2	8.0	6.9
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:	18.0	17.5	19.5	17.5	17.7	17.4	11.7	4.1	2.9	21.2	8.0	6.9
LOS by Move:	B	B	B	B	B	B	B	A	A	C	A	A
HCM2kAvgQ:	1	2	2	0	0	0	0	4	3	2	2	2

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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 Penn and Mill (PM)

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Cycle (sec): 50 Critical Vol./Cap.(X): 0.430
Loss Time (sec): 2 (Y+R=3.0 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: OPTIMIZED Level Of Service: A

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Street Name:	Penn way							Mill					
Approach:	North Bound				South Bound			East Bound				West Bound	
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	4	4	4	4	4	4	4	4	4	4	4	4	
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	
Volume Module: 130													
Base Vol:	86	13	118	14	10	18	13	497	48	86	459	14	
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:	86	13	118	14	10	18	13	497	48	86	459	14	
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:	91	14	124	15	11	19	14	523	51	91	483	15	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	91	14	124	15	11	19	14	523	51	91	483	15	
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.:	91	14	124	15	11	19	14	523	51	91	483	15	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.70	0.87	0.87	0.50	0.90	0.85	0.89	0.99	0.99	0.89	1.00	1.00	
Lanes:	1.00	0.10	0.90	1.00	0.34	0.66	1.00	0.91	0.09	1.00	0.97	0.03	
Final Sat.:	1700	1800	1800	1800	1800	1700	1700	1800	1800	1700	1800	1800	
Capacity Analysis Module:													
Vol/Sat:	0.05	0.01	0.07	0.01	0.01	0.01	0.01	0.29	0.03	0.05	0.27	0.01	
Crit Moves:			****					****		****			

Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.18	0.68	0.68	0.12	0.62	0.62
Volume/Cap:	0.33	0.05	0.43	0.05	0.04	0.07	0.04	0.43	0.04	0.43	0.44	0.01
Uniform Del:	18.6	17.8	18.9	17.8	17.7	17.8	16.8	3.7	2.7	20.3	5.0	3.7
IncremntDel:	0.7	0.0	0.9	0.1	0.0	0.1	0.1	0.2	0.0	1.4	0.3	0.0
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:	19.3	17.8	19.9	17.8	17.7	17.9	16.9	3.9	2.7	21.7	5.3	3.7
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:	19.3	17.8	19.9	17.8	17.7	17.9	16.9	3.9	2.7	21.7	5.3	3.7
LOS by Move:	B	B	B	B	B	B	B	A	A	C	A	A
HCM2kAvgQ:	2	2	2	0	0	0	0	4	3	2	4	3

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

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