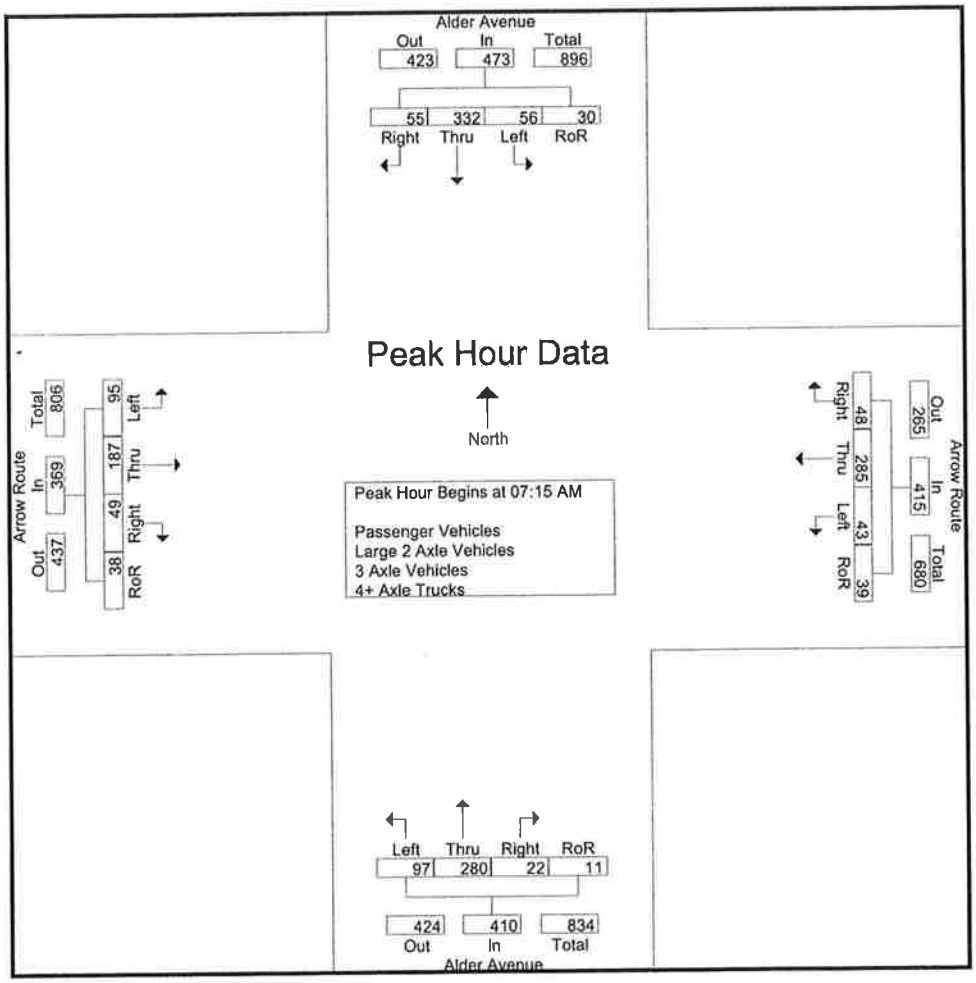
Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Fontana
N/S: Alder Avenue
E/W: Arrow Route
Weather: Sunny

File Name : FONALARAM
Site Code : 9111043
Start Date : 4/30/2009
Page No : 2




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

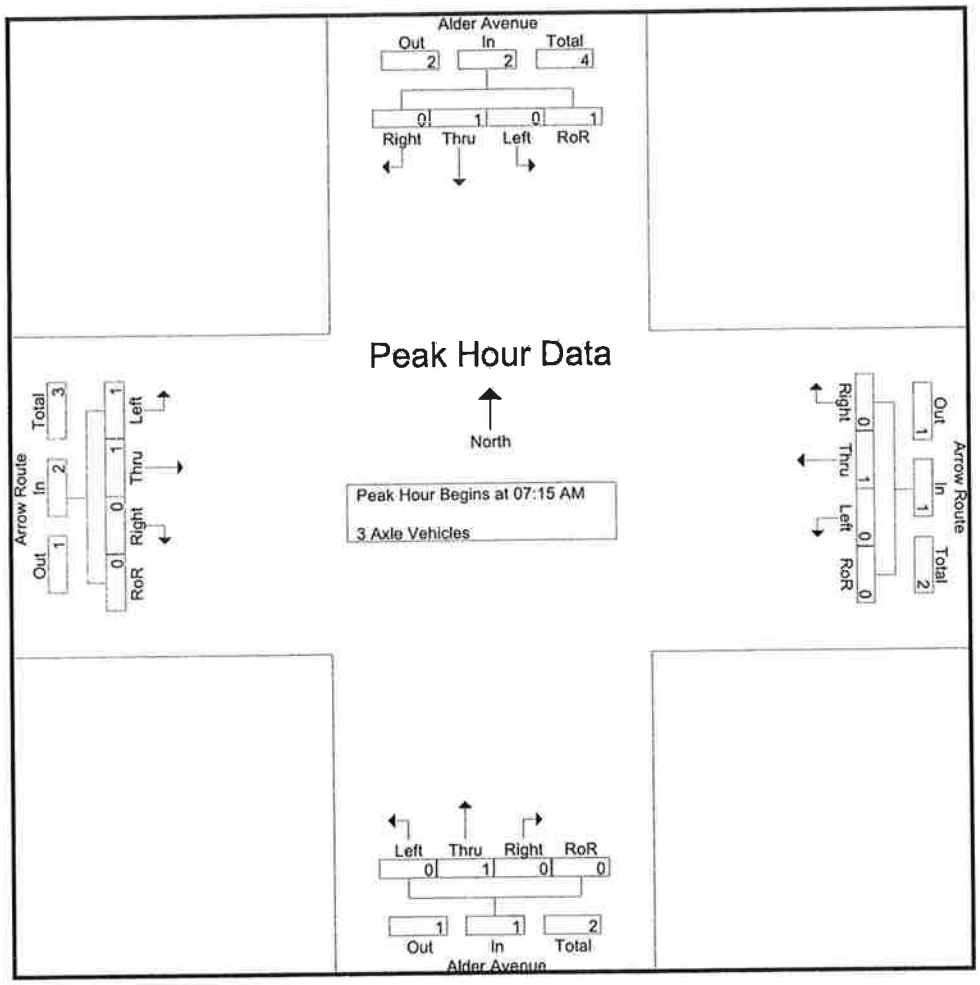
Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | | | 07:30 AM | | | | | 07:00 AM | | | | | 07:30 AM | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **19** | **89** | 13 | 7 | **128** | 11 | 70 | 9 | 5 | 95 | 24 | **107** | 4 | 2 | **137** | 15 | 42 | 12 | **11** | 80 |
| +15 mins. | 9 | 85 | 15 | 5 | 114 | 9 | **77** | **13** | **15** | **114** | **34** | 71 | 1 | 4 | 110 | 28 | **62** | 12 | 6 | **108** |
| +30 mins. | 13 | 82 | 11 | 8 | 114 | **12** | 73 | 12 | 12 | 109 | 13 | 72 | **9** | 3 | 97 | 32 | 45 | 9 | 9 | 95 |
| +45 mins. | 15 | 76 | **16** | **10** | 117 | 12 | 64 | 12 | 14 | 102 | 23 | 69 | 5 | 4 | 101 | **35** | 43 | **13** | 8 | 99 |
| Total Volume | 56 | 332 | 55 | 30 | 473 | 44 | 284 | 46 | 46 | 420 | 94 | 319 | 19 | 13 | 445 | 110 | 192 | 46 | 34 | 382 |
| % App. Total | 11.8 | 70.2 | 11.6 | 6.3 | | 10.5 | 67.6 | 11 | 11 | | 21.1 | 71.7 | 4.3 | 2.9 | | 28.8 | 50.3 | 12 | 8.9 | |
| PHF | .737 | .933 | .859 | .750 | .924 | .917 | .922 | .885 | .767 | .921 | .691 | .745 | .528 | .813 | .812 | .786 | .774 | .885 | .773 | .884 |

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

City of Fontana
N/S: Alder Avenue
E/W: Arrow Route
Weather: Sunny

File Name : FONALARAM
Site Code : 9111043
Start Date : 4/30/2009
Page No : 2




Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

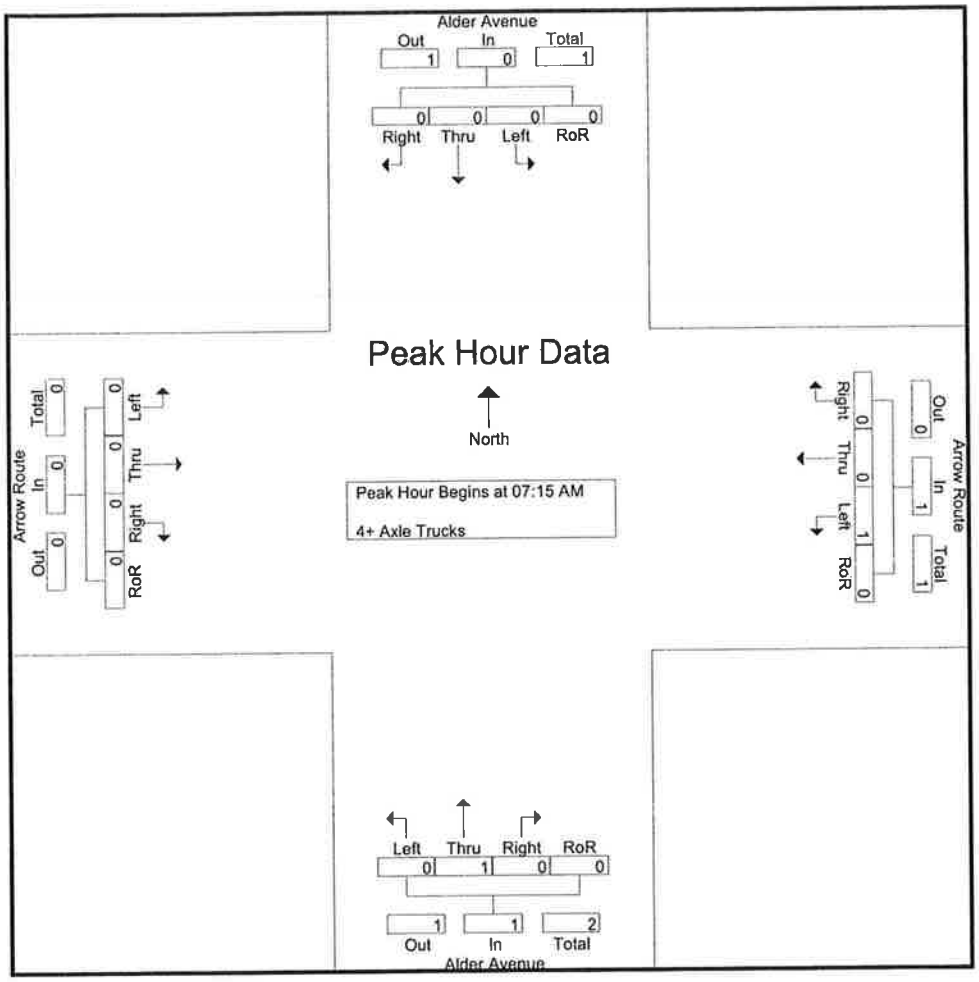
Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | | | 07:15 AM | | | | | 07:15 AM | | | | | 07:15 AM | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| +15 mins. | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 2 |
| % App. Total | 0 | 50 | 0 | 50 | | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | 50 | 50 | 0 | 0 | |
| PHF | .000 | .250 | .000 | .250 | .250 | .000 | .250 | .000 | .000 | .250 | .000 | .250 | .000 | .000 | .250 | .250 | .250 | .000 | .000 | .500 |

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

City of Fontana
N/S: Alder Avenue
E/W: Arrow Route
Weather: Sunny

File Name : FONALARAM
Site Code : 9111043
Start Date : 4/30/2009
Page No : 2




Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

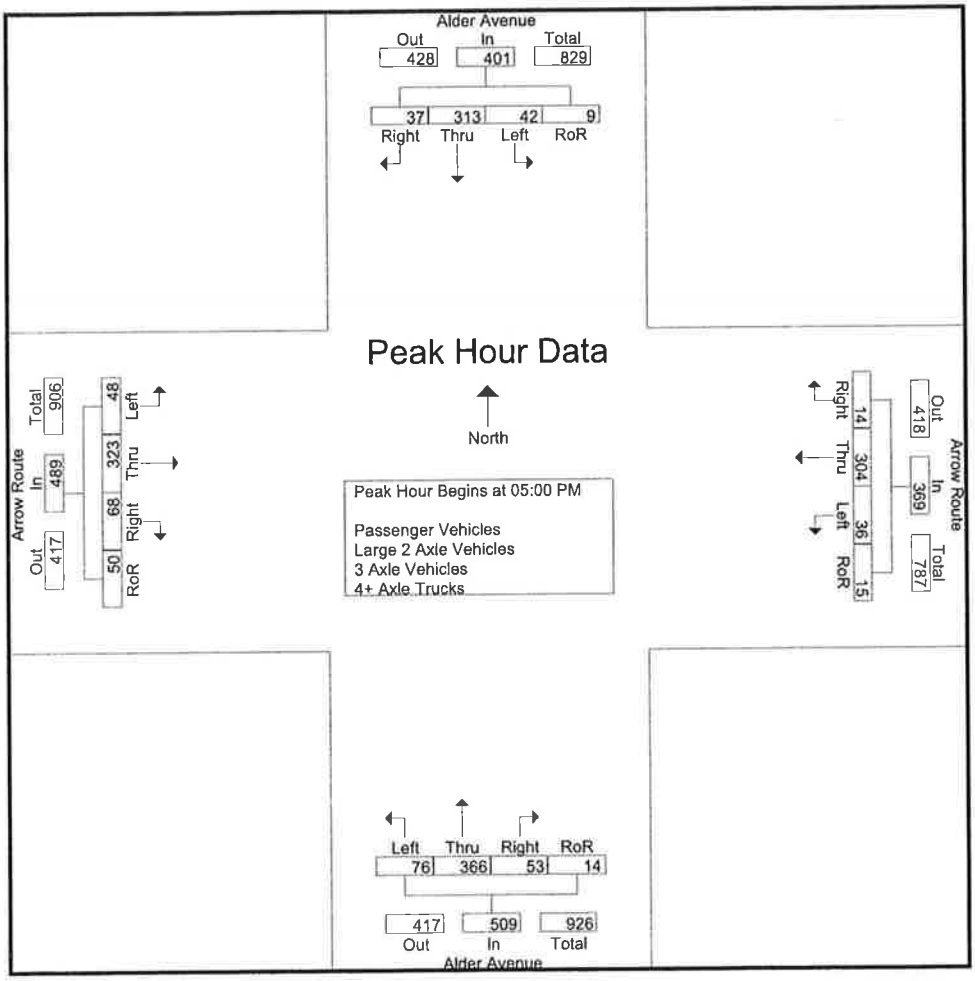
Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | | | 07:15 AM | | | | | 07:15 AM | | | | | 07:15 AM | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | 0 | 0 | | 100 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .000 | .250 | .000 | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 |

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

City of Fontana
N/S: Alder Avenue
E/W: Arrow Route
Weather: Sunny

File Name : FONALARPM
Site Code : 9111043
Start Date : 4/30/2009
Page No : 2




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

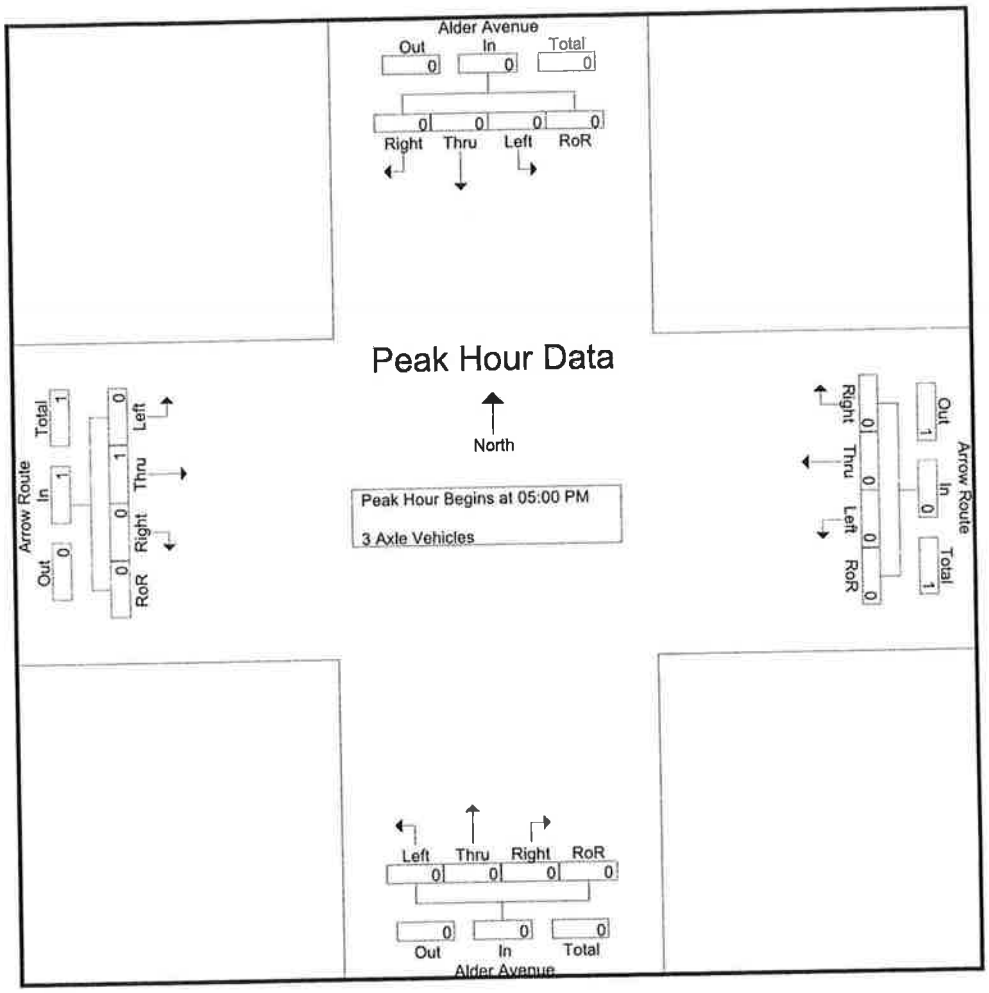
Peak Hour for Each Approach Begins at:

| | 04:30 PM | | | | | 04:15 PM | | | | | 05:00 PM | | | | | 04:45 PM | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **14** | **91** | **13** | **5** | **123** | **16** | 74 | 3 | **7** | 100 | 20 | 83 | 13 | 5 | 121 | **19** | 70 | **18** | 13 | 120 |
| +15 mins. | 3 | 71 | 9 | 1 | 84 | 8 | 67 | **7** | 3 | 85 | 16 | **102** | **15** | 2 | **135** | 12 | **94** | 17 | 13 | **136** |
| +30 mins. | 12 | 81 | 8 | 1 | 102 | 14 | 66 | 5 | 2 | 87 | **21** | 86 | 10 | **6** | 123 | 17 | 73 | 16 | **17** | 123 |
| +45 mins. | 7 | 88 | 10 | 0 | 105 | 16 | **79** | 5 | 3 | **103** | 19 | 95 | 15 | 1 | 130 | **11** | **79** | **18** | 8 | 116 |
| Total Volume | 36 | 331 | 40 | 7 | 414 | 54 | 286 | 20 | 15 | 375 | 76 | 366 | 53 | 14 | 509 | 59 | 316 | 69 | 51 | 495 |
| % App. Total | 8.7 | 80 | 9.7 | 1.7 | | 14.4 | 76.3 | 5.3 | 4 | | 14.9 | 71.9 | 10.4 | 2.8 | | 11.9 | 63.8 | 13.9 | 10.3 | |
| PHF | .643 | .909 | .769 | .350 | .841 | .844 | .905 | .714 | .536 | .910 | .905 | .897 | .883 | .583 | .943 | .776 | .840 | .958 | .750 | .910 |

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

City of Fontana
N/S: Alder Avenue
E/W: Arrow Route
Weather: Sunny

File Name : FONALARPM
Site Code : 9111043
Start Date : 4/30/2009
Page No : 2




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

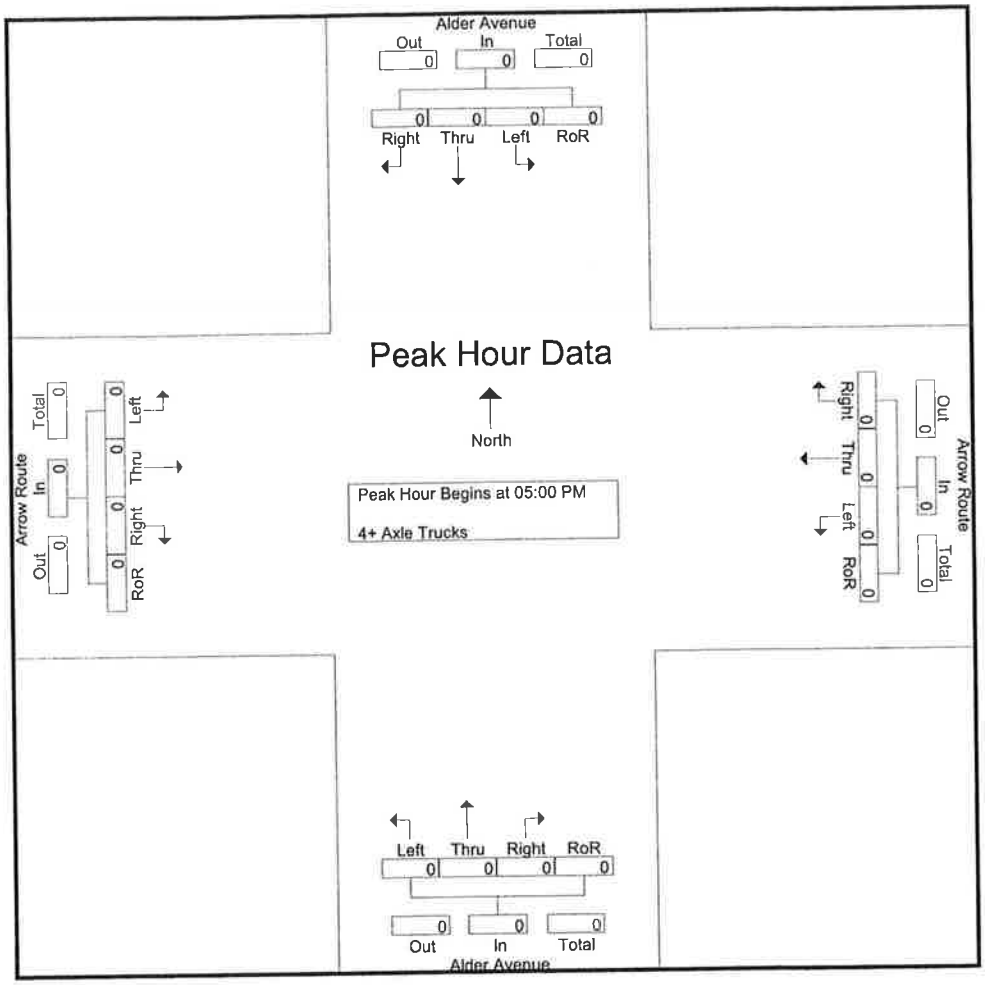
Peak Hour for Each Approach Begins at:

| | 05:00 PM | | | | | 05:00 PM | | | | | 05:00 PM | | | | | 05:00 PM | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .250 |

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

City of Fontana
N/S: Alder Avenue
E/W: Arrow Route
Weather: Sunny

File Name : FONALARPM
Site Code : 9111043
Start Date : 4/30/2009
Page No : 2




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

Peak Hour for Each Approach Begins at:

| | 05:00 PM | | | | | 05:00 PM | | | | | 05:00 PM | | | | | 05:00 PM | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

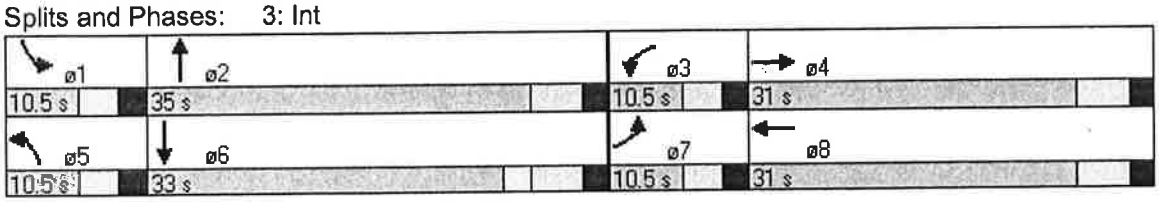
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1700 | 1800 | 1800 | 1700 | 1900 | 1800 | 1700 | 1900 | 1800 | 1700 | 1900 | 1800 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | | 0.850 | | 0.967 | | | 0.986 | | | 0.962 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1583 | 1765 | 1500 | 1583 | 3422 | 0 | 1583 | 3490 | 0 | 1583 | 3405 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1583 | 1765 | 1500 | 1583 | 3422 | 0 | 1583 | 3490 | 0 | 1583 | 3405 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 96 | | 43 | | | 14 | | | 60 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1424 | | | 1664 | | | 1280 | | | 1216 | |
| Travel Time (s) | | 32.4 | | | 37.8 | | | 29.1 | | | 27.6 | |
| Volume (vph) | 96 | 188 | 87 | 45 | 286 | 87 | 97 | 283 | 33 | 56 | 333 | 86 |
| Peak Hour Factor | 0.84 | 0.90 | 0.74 | 0.80 | 0.81 | 0.85 | 0.76 | 0.75 | 0.82 | 0.64 | 0.83 | 0.66 |
| Growth Factor | 89% | 82% | 82% | 76% | 71% | 69% | 84% | 92% | 86% | 79% | 86% | 90% |
| Adj. Flow (vph) | 102 | 171 | 96 | 43 | 251 | 71 | 107 | 347 | 35 | 69 | 345 | 117 |
| Lane Group Flow (vph) | 102 | 171 | 96 | 43 | 322 | 0 | 107 | 382 | 0 | 69 | 462 | 0 |
| Turn Type | Prot | | Perm | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | | | | |
| Detector Phases | 7 | 4 | 4 | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Minimum Initial (s) | 5.0 | 7.0 | 7.0 | 5.0 | 7.0 | | 5.0 | 7.0 | | 5.0 | 7.0 | |
| Minimum Split (s) | 10.5 | 31.0 | 31.0 | 10.5 | 31.0 | | 10.5 | 35.0 | | 10.5 | 33.0 | |
| Total Split (s) | 10.5 | 31.0 | 31.0 | 10.5 | 31.0 | 0.0 | 10.5 | 35.0 | 0.0 | 10.5 | 33.0 | 0.0 |
| Total Split (%) | 12.1% | 35.6% | 35.6% | 12.1% | 35.6% | 0.0% | 12.1% | 40.2% | 0.0% | 12.1% | 37.9% | 0.0% |
| Maximum Green (s) | 5.5 | 25.0 | 25.0 | 5.5 | 25.0 | | 5.5 | 29.0 | | 5.5 | 27.0 | |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | | 3.0 | 4.0 | | 3.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | Min | Min | None | Min | | None | None | | None | None | |
| Walk Time (s) | | 4.0 | 4.0 | | 4.0 | | | 4.0 | | | 4.0 | |
| Flash Dont Walk (s) | | 21.0 | 21.0 | | 21.0 | | | 25.0 | | | 23.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 6.6 | 19.5 | 19.5 | 6.5 | 12.5 | | 6.6 | 18.7 | | 6.5 | 13.9 | |
| Actuated g/C Ratio | 0.12 | 0.35 | 0.35 | 0.10 | 0.22 | | 0.12 | 0.33 | | 0.11 | 0.25 | |
| v/c Ratio | 0.55 | 0.28 | 0.16 | 0.26 | 0.40 | | 0.57 | 0.32 | | 0.40 | 0.52 | |
| Control Delay | 39.8 | 17.3 | 5.6 | 30.9 | 16.7 | | 41.3 | 15.9 | | 33.4 | 16.4 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 39.8 | 17.3 | 5.6 | 30.9 | 16.7 | | 41.3 | 15.9 | | 33.4 | 16.4 | |
| LOS | D | B | A | C | B | | D | B | | C | B | |
| Approach Delay | | 20.5 | | | 18.4 | | | 21.4 | | | 18.6 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach LOS | | C | | | B | | | C | | | B | |

## Intersection Summary

Area Type: Other
Cycle Length: 87
Actuated Cycle Length: 55.9
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 19.7 — Intersection LOS: B
Intersection Capacity Utilization 41.6% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Int

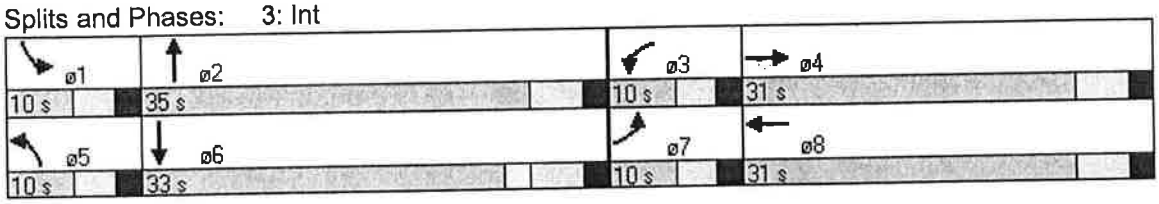


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1700 | 1800 | 1800 | 1700 | 1900 | 1800 | 1700 | 1900 | 1800 | 1700 | 1900 | 1800 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | | 0.850 | | 0.986 | | | 0.970 | | | 0.980 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1583 | 1765 | 1500 | 1583 | 3490 | 0 | 1583 | 3433 | 0 | 1583 | 3468 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1583 | 1765 | 1500 | 1583 | 3490 | 0 | 1583 | 3433 | 0 | 1583 | 3468 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 109 | | 13 | | | 40 | | | 22 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1424 | | | 1664 | | | 1280 | | | 1216 | |
| Travel Time (s) | | 32.4 | | | 37.8 | | | 29.1 | | | 27.6 | |
| Volume (vph) | 48 | 324 | 118 | 36 | 304 | 29 | 76 | 366 | 67 | 42 | 313 | 46 |
| Peak Hour Factor | 0.77 | 0.90 | 0.89 | 0.78 | 0.93 | 0.85 | 0.78 | 0.94 | 0.65 | 0.72 | 0.86 | 0.86 |
| Growth Factor | 89% | 82% | 82% | 76% | 71% | 69% | 84% | 92% | 86% | 79% | 86% | 90% |
| Adj. Flow (vph) | 55 | 295 | 109 | 35 | 232 | 24 | 82 | 358 | 89 | 46 | 313 | 48 |
| Lane Group Flow (vph) | 55 | 295 | 109 | 35 | 256 | 0 | 82 | 447 | 0 | 46 | 361 | 0 |
| Turn Type | Prot | | Perm | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | | | | |
| Detector Phases | 7 | 4 | 4 | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Minimum Initial (s) | 5.0 | 7.0 | 7.0 | 5.0 | 7.0 | | 5.0 | 7.0 | | 5.0 | 7.0 | |
| Minimum Split (s) | 10.0 | 31.0 | 31.0 | 10.0 | 31.0 | | 10.0 | 35.0 | | 10.0 | 33.0 | |
| Total Split (s) | 10.0 | 31.0 | 31.0 | 10.0 | 31.0 | 0.0 | 10.0 | 35.0 | 0.0 | 10.0 | 33.0 | 0.0 |
| Total Split (%) | 11.6% | 36.0% | 36.0% | 11.6% | 36.0% | 0.0% | 11.6% | 40.7% | 0.0% | 11.6% | 38.4% | 0.0% |
| Maximum Green (s) | 5.0 | 25.0 | 25.0 | 5.0 | 25.0 | | 5.0 | 29.0 | | 5.0 | 27.0 | |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | | 3.0 | 4.0 | | 3.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | Min | Min | None | Min | | None | None | | None | None | |
| Walk Time (s) | | 4.0 | 4.0 | | 4.0 | | | 4.0 | | | 4.0 | |
| Flash Dont Walk (s) | | 21.0 | 21.0 | | 21.0 | | | 25.0 | | | 23.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 6.4 | 17.6 | 17.6 | 6.4 | 15.6 | | 6.5 | 18.7 | | 6.4 | 14.1 | |
| Actuated g/C Ratio | 0.12 | 0.34 | 0.34 | 0.11 | 0.30 | | 0.12 | 0.36 | | 0.11 | 0.27 | |
| v/c Ratio | 0.30 | 0.49 | 0.19 | 0.20 | 0.24 | | 0.43 | 0.35 | | 0.26 | 0.37 | |
| Control Delay | 33.0 | 17.3 | 4.7 | 32.2 | 15.2 | | 37.4 | 14.7 | | 33.2 | 17.3 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 33.0 | 17.3 | 4.7 | 32.2 | 15.2 | | 37.4 | 14.7 | | 33.2 | 17.3 | |
| LOS | C | B | A | C | B | | D | B | | C | B | |
| Approach Delay | | 16.2 | | | 17.2 | | | 18.2 | | | 19.1 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach LOS | | B | | | B | | | B | | | B | |

Intersection Summary

Area Type: Other
Cycle Length: 86
Actuated Cycle Length: 51.4
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 17.7
Intersection Capacity Utilization 47.6%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service A

Splits and Phases: 3: Int