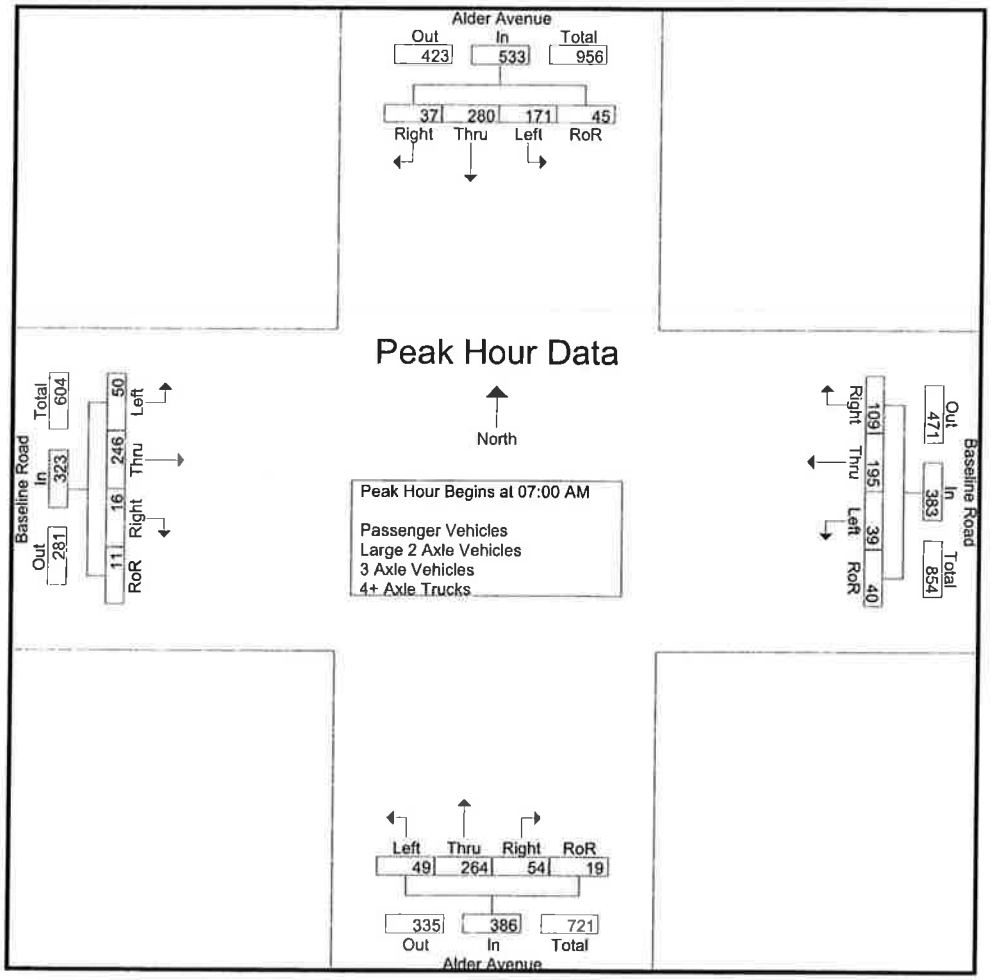
Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Fontana
N/S: Alder Avenue
E/W: Baseline Road
Weather: Sunny

File Name : FONALBAAM
Site Code : 9111064
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 | | | | | 07:00 AM | | | | | 07:00 AM | | | | | 07:00 AM | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **53** | 72 | 8 | 9 | 142 | **15** | **59** | 27 | 9 | **110** | 18 | **89** | 20 | **9** | **136** | 10 | 59 | 5 | 2 | 76 |
| +15 mins. | 48 | **77** | 5 | 13 | **143** | 11 | 54 | **32** | **12** | 109 | **23** | 66 | **24** | 5 | 118 | **15** | 64 | 3 | 2 | 84 |
| +30 mins. | 42 | 66 | **17** | **16** | 141 | 5 | 48 | 31 | 10 | 94 | 3 | 61 | 5 | 2 | 71 | 11 | **66** | **6** | 3 | **86** |
| +45 mins. | **41** | **74** | **2** | 3 | 120 | 8 | 34 | 19 | 9 | 70 | 5 | 48 | 5 | 3 | 61 | 14 | **57** | **2** | **4** | **77** |
| Total Volume | 184 | 289 | 32 | 41 | 546 | 39 | 195 | 109 | 40 | 383 | 49 | 264 | 54 | 19 | 386 | 50 | 246 | 16 | 11 | 323 |
| % App. Total | 33.7 | 52.9 | 5.9 | 7.5 | | 10.2 | 50.9 | 28.5 | 10.4 | | 12.7 | 68.4 | 14 | 4.9 | | 15.5 | 76.2 | 5 | 3.4 | |
| PHF | .868 | .938 | .471 | .641 | .955 | .650 | .826 | .852 | .833 | .870 | .533 | .742 | .563 | .528 | .710 | .833 | .932 | .667 | .688 | .939 |

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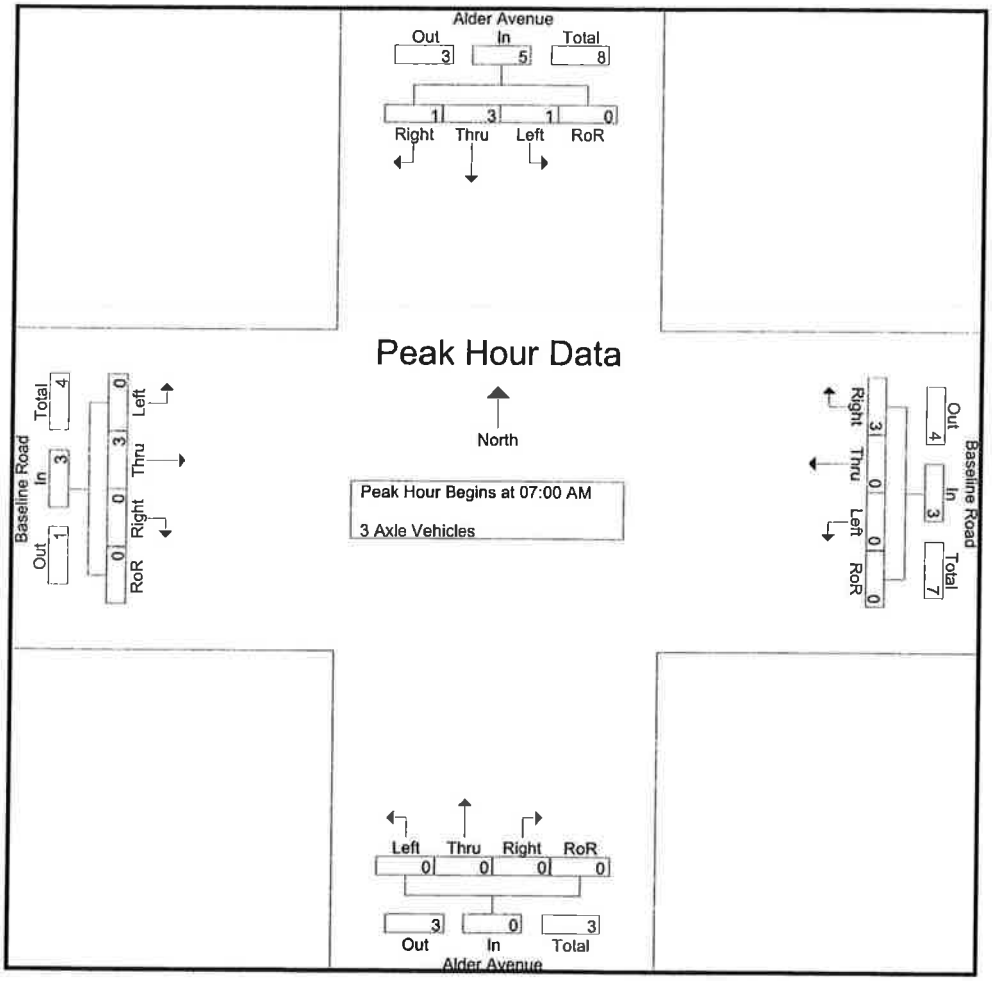


Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | | | 07:00 AM | | | | | 07:00 AM | | | | | 07:00 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 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| Total Volume | 1 | 3 | 1 | 0 | 5 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 |
| % App. Total | 20 | 60 | 20 | 0 | - | 0 | 0 | 100 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | |
| PHF | .250 | .250 | .250 | .000 | .313 | .000 | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .375 | .000 | .000 | .375 |

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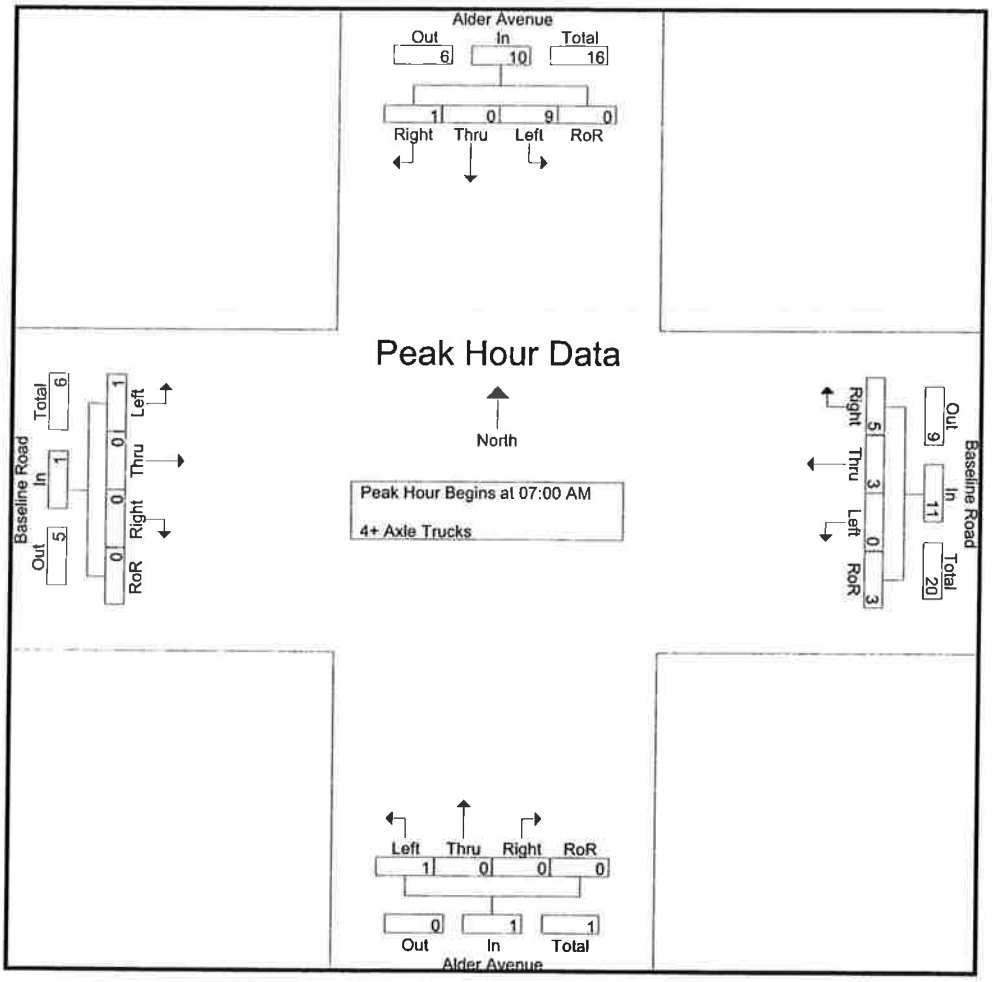


Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | | | 07:00 AM | | | | | 07:00 AM | | | | | 07:00 AM | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 7 | 0 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Total Volume | 9 | 0 | 1 | 0 | 10 | 0 | 3 | 5 | 3 | 11 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| % App. Total | 90 | 0 | 10 | 0 | - | 0 | 27.3 | 45.5 | 27.3 | | 100 | 0 | 0 | 0 | | 100 | 0 | 0 | 0 | |
| PHF | .321 | .000 | .250 | .000 | .313 | .000 | .375 | .417 | .250 | .458 | .250 | .000 | .000 | .000 | .250 | .250 | .000 | .000 | .000 | .250 |

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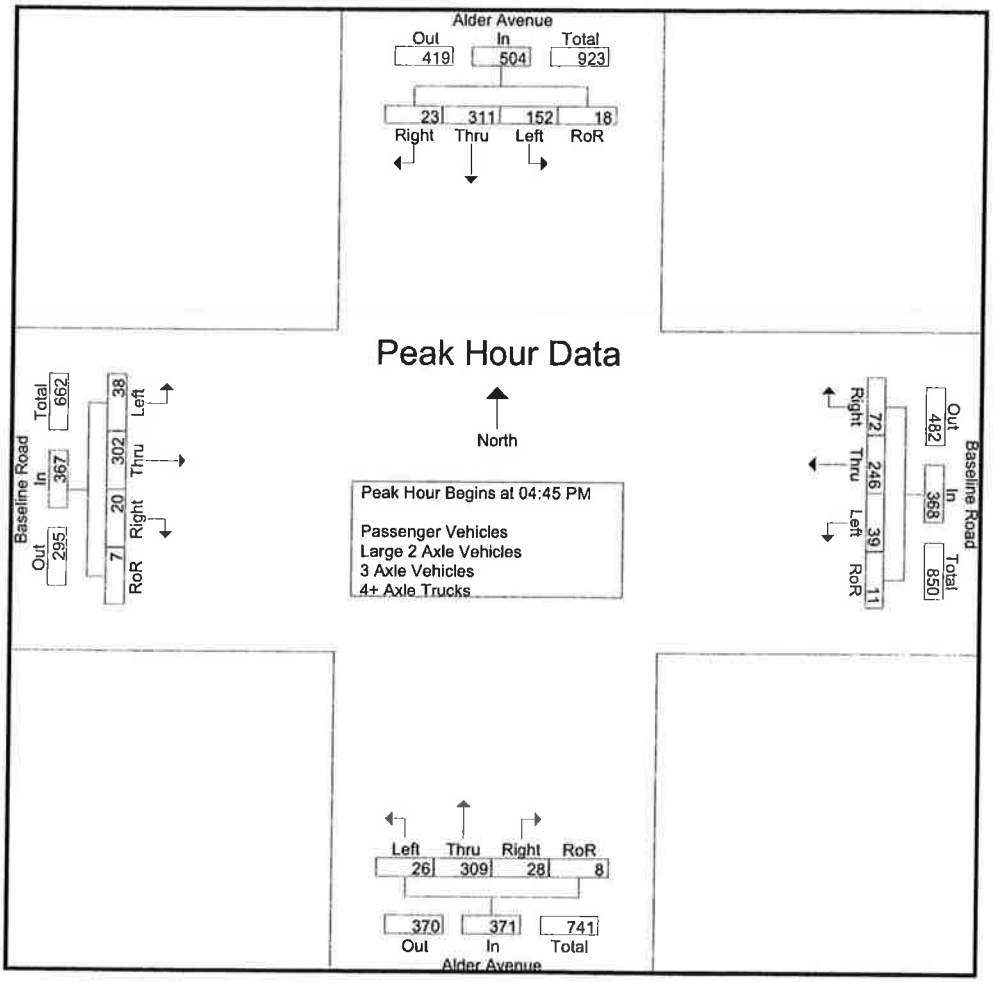


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | | | 05:00 PM | | | | | 04:45 PM | | | | | 04:30 PM | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 31 | 78 | 4 | 5 | 118 | 6 | **68** | 18 | **4** | 96 | 2 | 71 | 5 | **2** | 80 | **17** | 64 | 5 | 0 | 86 |
| +15 mins. | **50** | 71 | **7** | 2 | 130 | **14** | 52 | 19 | 3 | 88 | **9** | 68 | 3 | 2 | 82 | 11 | 80 | **6** | **2** | **99** |
| +30 mins. | 29 | 80 | 6 | 4 | 119 | 12 | 59 | 16 | 1 | 88 | 9 | **95** | **11** | 2 | **117** | 10 | **81** | 5 | 1 | 97 |
| +45 mins. | 42 | **82** | 6 | **7** | **137** | 11 | 59 | **31** | 0 | **101** | 6 | 75 | 9 | 2 | 92 | 8 | 73 | 2 | 2 | 85 |
| Total Volume | 152 | 311 | 23 | 18 | 504 | 43 | 238 | 84 | 8 | 373 | 26 | 309 | 28 | 8 | 371 | 46 | 298 | 18 | 5 | 367 |
| % App. Total | 30.2 | 61.7 | 4.6 | 3.6 | - | 11.5 | 63.8 | 22.5 | 2.1 | | 7 | 83.3 | 7.5 | 2.2 | | 12.5 | 81.2 | 4.9 | 1.4 | |
| PHF | .760 | .948 | .821 | .643 | .920 | .768 | .875 | .677 | .500 | .923 | .722 | .813 | .636 | 1.000 | .793 | .676 | .920 | .750 | .625 | .927 |

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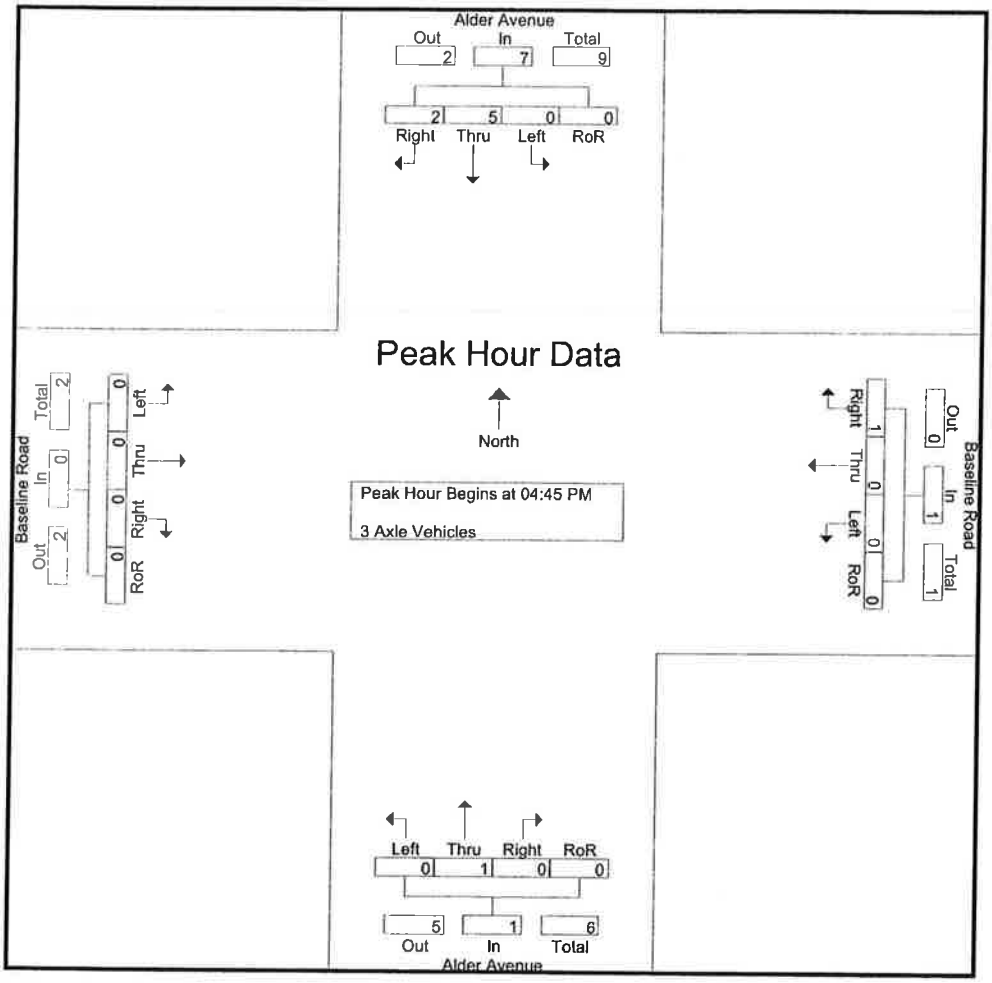


Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | | | 04:45 PM | | | | | 04:45 PM | | | | | 04:45 PM | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 2 | 0 | 0 | 2 | 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 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 5 | 2 | 0 | 7 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 71.4 | 28.6 | 0 | - | 0 | 0 | 100 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | |
| PHF | .000 | .417 | .250 | .000 | .583 | .000 | .000 | .250 | .000 | .250 | .000 | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 |

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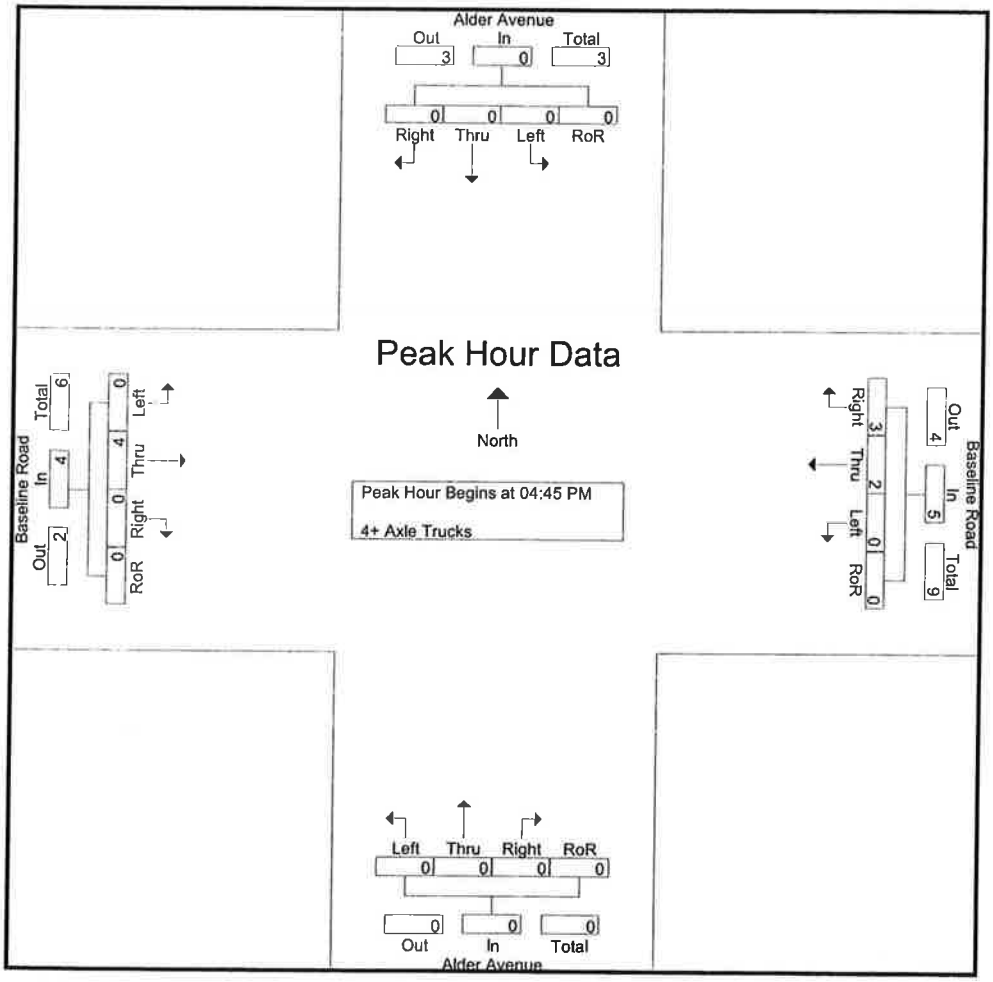



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

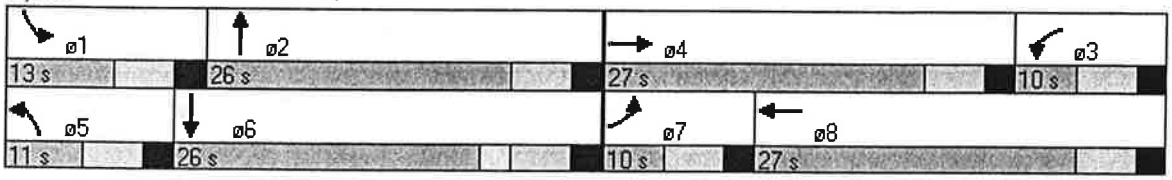
| | 04:45 PM | | | | | 04:45 PM | | | | | 04:45 PM | | | | | 04:45 PM | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 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 | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 |
| % App. Total | 0 | 0 | 0 | 0 | - | 0 | 40 | 60 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .375 | .000 | .625 | .000 | .000 | .000 | .000 | .000 | .000 | .333 | .000 | .000 | .333 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1700 | 1800 | 1800 | 1700 | 1800 | 1800 | 1700 | 1800 | 1800 | 1700 | 1800 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.984 | | | 0.933 | | | 0.962 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1583 | 1736 | 0 | 1583 | 1646 | 0 | 1583 | 1698 | 0 | 1583 | 1765 | 1500 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1583 | 1736 | 0 | 1583 | 1646 | 0 | 1583 | 1698 | 0 | 1583 | 1765 | 1500 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 8 | | | 55 | | | 22 | | | | 113 |
| 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) | | 1600 | | | 1760 | | | 1760 | | | 1424 | |
| Travel Time (s) | | 36.4 | | | 40.0 | | | 40.0 | | | 32.4 | |
| Volume (vph) | 52 | 249 | 27 | 39 | 201 | 168 | 51 | 264 | 73 | 190 | 283 | 85 |
| Peak Hour Factor | 0.63 | 0.90 | 0.82 | 0.68 | 0.84 | 0.86 | 0.61 | 0.81 | 0.67 | 0.87 | 0.83 | 0.75 |
| Adj. Flow (vph) | 83 | 277 | 33 | 57 | 239 | 195 | 84 | 326 | 109 | 218 | 341 | 113 |
| Lane Group Flow (vph) | 83 | 310 | 0 | 57 | 434 | 0 | 84 | 435 | 0 | 218 | 341 | 113 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | 6 |
| Detector Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | 6 |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 10.0 | 27.0 | | 10.0 | 27.0 | | 10.0 | 26.0 | | 10.0 | 26.0 | 26.0 |
| Total Split (s) | 10.0 | 27.0 | 0.0 | 10.0 | 27.0 | 0.0 | 11.0 | 26.0 | 0.0 | 13.0 | 26.0 | 26.0 |
| Total Split (%) | 13.2% | 35.5% | 0.0% | 13.2% | 35.5% | 0.0% | 14.5% | 34.2% | 0.0% | 17.1% | 34.2% | 34.2% |
| Maximum Green (s) | 4.0 | 21.0 | | 4.0 | 21.0 | | 5.0 | 20.0 | | 7.0 | 20.0 | 20.0 |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 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 | Lead | | Lag | Lag | | Lead | Lag | | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 2.0 | 3.0 | | 2.0 | 3.0 | | 2.0 | 3.0 | | 2.0 | 3.0 | 3.0 |
| Recall Mode | None | None | | None | None | | None | Min | | None | Min | Min |
| Walk Time (s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | 4.0 |
| Flash Dont Walk (s) | | 17.0 | | | 17.0 | | | 16.0 | | | 16.0 | 16.0 |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| Act Effct Green (s) | 6.1 | 21.8 | | 6.8 | 20.6 | | 7.0 | 20.5 | | 9.3 | 25.8 | 25.8 |
| Actuated g/C Ratio | 0.08 | 0.31 | | 0.09 | 0.29 | | 0.10 | 0.29 | | 0.13 | 0.37 | 0.37 |
| v/c Ratio | 0.62 | 0.57 | | 0.39 | 0.83 | | 0.55 | 0.85 | | 1.04 | 0.53 | 0.18 |
| Control Delay | 56.8 | 24.7 | | 41.9 | 32.1 | | 47.8 | 37.1 | | 110.6 | 24.6 | 5.2 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay | 56.8 | 24.7 | | 41.9 | 32.1 | | 47.8 | 37.1 | | 110.6 | 24.6 | 5.2 |
| LOS | E | C | | D | C | | D | D | | F | C | A |
| Approach Delay | | 31.5 | | | 33.2 | | | 38.8 | | | 49.2 | |
| Approach LOS | | C | | | C | | | D | | | D | |

## Intersection Summary

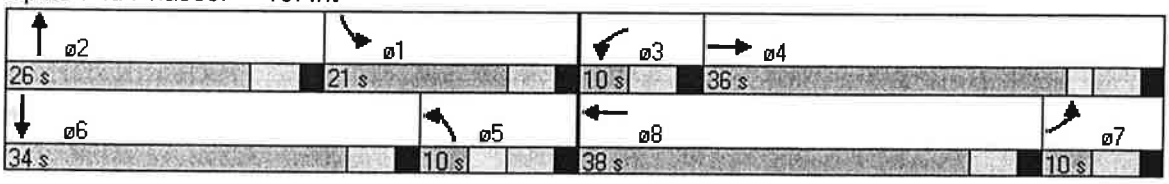
Area Type: Other
Cycle Length: 76
Actuated Cycle Length: 70.2
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 39.5 Intersection LOS: D
Intersection Capacity Utilization 69.8% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 10: Int



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1700 | 1800 | 1800 | 1700 | 1800 | 1800 | 1700 | 1800 | 1800 | 1700 | 1800 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.988 | | | 0.960 | | | 0.984 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1583 | 1744 | 0 | 1583 | 1694 | 0 | 1583 | 1736 | 0 | 1583 | 1765 | 1500 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1583 | 1744 | 0 | 1583 | 1694 | 0 | 1583 | 1736 | 0 | 1583 | 1765 | 1500 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 5 | | | 21 | | | 6 | | | | 45 |
| 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) | | 1600 | | | 1760 | | | 1760 | | | 1424 | |
| Travel Time (s) | | 36.4 | | | 40.0 | | | 40.0 | | | 32.4 | |
| Volume (vph) | 38 | 310 | 27 | 39 | 250 | 90 | 26 | 310 | 36 | 152 | 316 | 43 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 40 | 326 | 28 | 41 | 263 | 95 | 27 | 326 | 38 | 160 | 333 | 45 |
| Lane Group Flow (vph) | 40 | 354 | 0 | 41 | 358 | 0 | 27 | 364 | 0 | 160 | 333 | 45 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | 6 |
| Detector Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | 6 |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 10.0 | 27.0 | | 10.0 | 27.0 | | 10.0 | 26.0 | | 10.0 | 26.0 | 26.0 |
| Total Split (s) | 10.0 | 36.0 | 0.0 | 10.0 | 38.0 | 0.0 | 10.0 | 26.0 | 0.0 | 21.0 | 34.0 | 34.0 |
| Total Split (%) | 10.5% | 37.9% | 0.0% | 10.5% | 40.0% | 0.0% | 10.5% | 27.4% | 0.0% | 22.1% | 35.8% | 35.8% |
| Maximum Green (s) | 4.0 | 30.0 | | 4.0 | 32.0 | | 4.0 | 20.0 | | 15.0 | 28.0 | 28.0 |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 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 | Lag | Lag | | Lead | Lead | | Lag | Lead | | Lag | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 2.0 | 3.0 | | 2.0 | 3.0 | | 2.0 | 3.0 | | 2.0 | 3.0 | 3.0 |
| Recall Mode | None | None | | None | None | | None | Min | | None | Min | Min |
| Walk Time (s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | 4.0 |
| Flash Dont Walk (s) | | 17.0 | | | 17.0 | | | 16.0 | | | 16.0 | 16.0 |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| Act Effct Green (s) | 6.7 | 22.0 | | 6.7 | 22.0 | | 8.3 | 20.8 | | 13.0 | 29.4 | 29.4 |
| Actuated g/C Ratio | 0.09 | 0.31 | | 0.09 | 0.31 | | 0.11 | 0.30 | | 0.18 | 0.42 | 0.42 |
| v/c Ratio | 0.28 | 0.65 | | 0.29 | 0.66 | | 0.16 | 0.70 | | 0.57 | 0.45 | 0.07 |
| Control Delay | 45.1 | 25.7 | | 45.4 | 24.9 | | 39.3 | 34.0 | | 36.1 | 21.8 | 7.7 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay | 45.1 | 25.7 | | 45.4 | 24.9 | | 39.3 | 34.0 | | 36.1 | 21.8 | 7.7 |
| LOS | D | C | | D | C | | D | C | | D | C | A |
| Approach Delay | | 27.7 | | | 27.0 | | | 34.4 | | | 24.9 | |
| Approach LOS | | C | | | C | | | C | | | C | |

## Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 70.4
Natural Cycle: 75
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 28.2 Intersection LOS: C
Intersection Capacity Utilization 65.3% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 10: Int