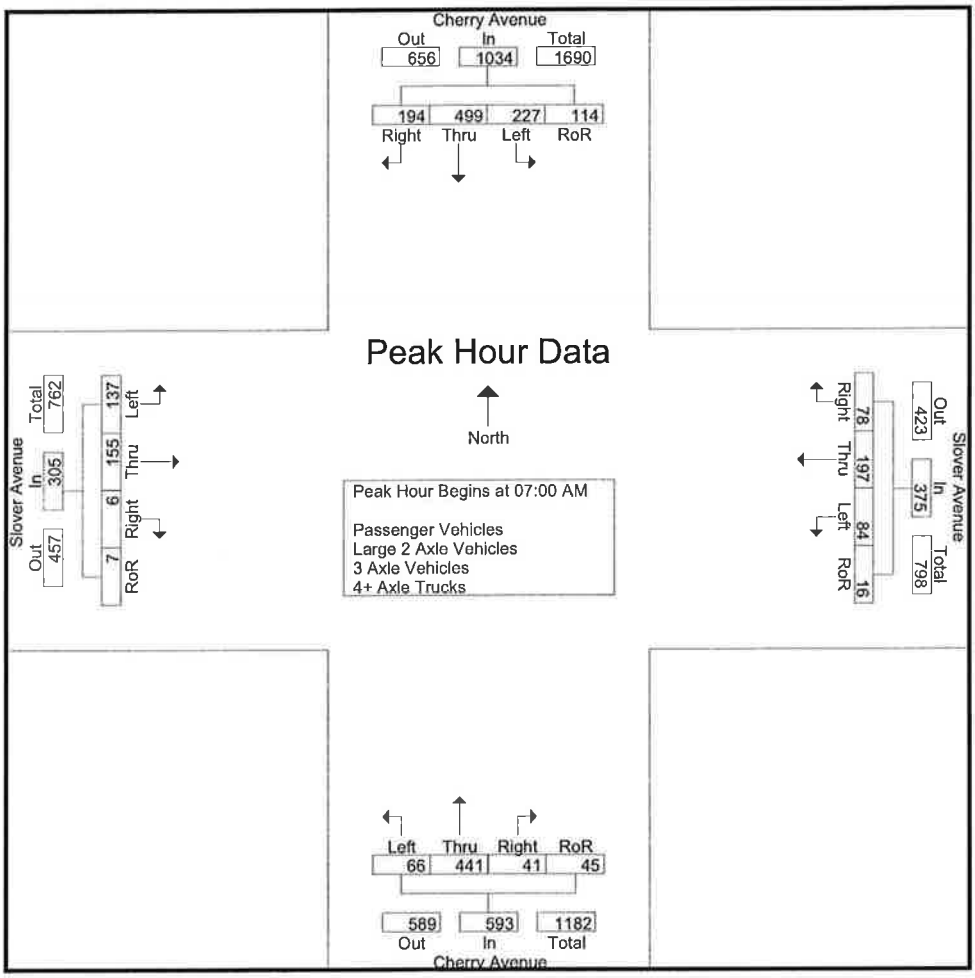
Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Fontana
N/S: Cherry Avenue
E/W: Slover Avenue
Weather: Sunny

File Name : FONCHSLAM
Site Code : 9111078
Start Date : 5/6/2009
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:

	07:00 AM					07:15 AM					07:00 AM					07:00 AM				
+0 mins.	59	138	42	**35**	274	**27**	**60**	17	**8**	**112**	10	**136**	8	6	160	**38**	27	1	2	68
+15 mins.	33	**172**	51	29	**285**	21	52	**24**	1	98	15	127	11	**22**	**175**	35	41	**2**	**4**	**82**
+30 mins.	63	102	42	28	235	15	52	18	3	88	**27**	103	**12**	6	148	31	**45**	1	1	78
+45 mins.	**72**	87	**59**	22	240	17	38	24	4	83	14	75	10	11	110	**33**	**42**	**2**	**0**	**77**
Total Volume	227	499	194	114	1034	80	202	83	16	381	66	441	41	45	593	137	155	6	7	305
% App. Total	22	48.3	18.8	11		21	53	21.8	4.2		11.1	74.4	6.9	7.6		44.9	50.8	2	2.3	
PHF	.788	.725	.822	.814	.907	.741	.842	.865	.500	.850	.611	.811	.854	.511	.847	.901	.861	.750	.438	.930

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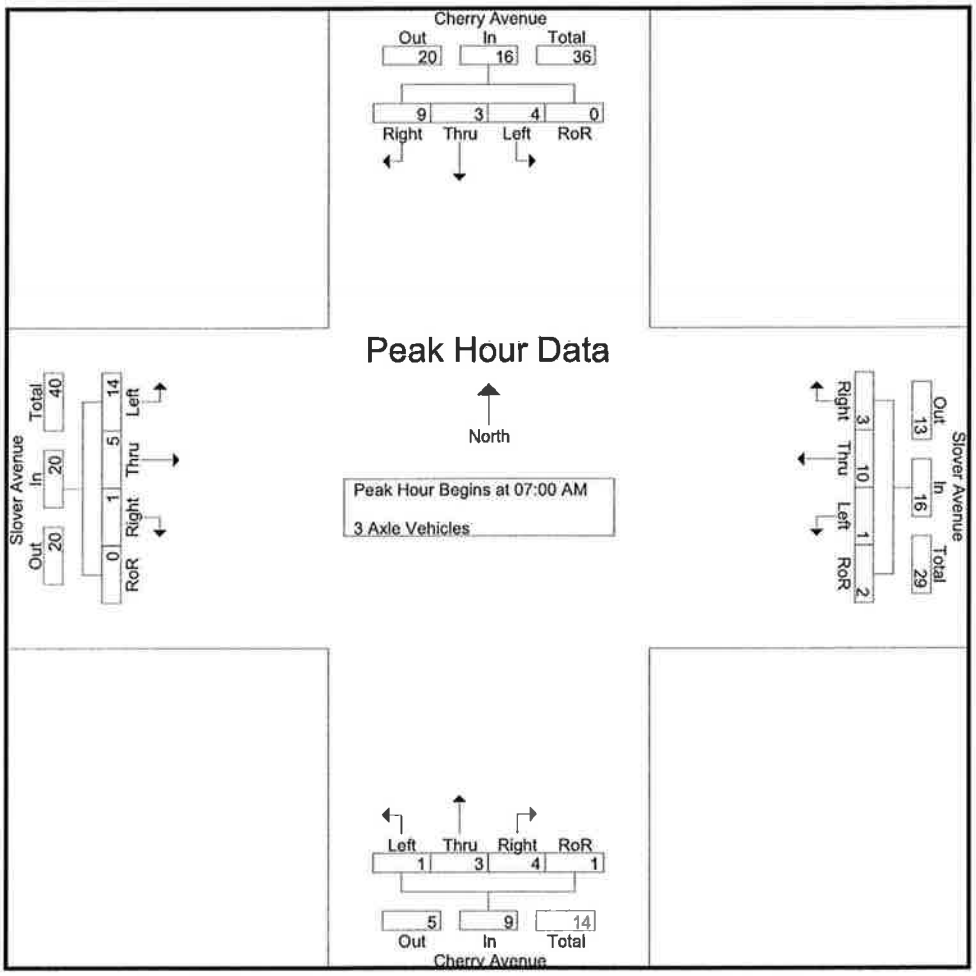

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					07:00 AM				
+0 mins.	1	1	1	0	3	0	3	0	0	3	1	1	1	0	3	1	1	0	0	2
+15 mins.	2	0	2	0	4	0	2	1	1	4	0	2	0	0	2	0	1	0	0	1
+30 mins.	0	2	3	0	5	0	3	0	0	3	0	0	1	0	1	4	2	1	0	7
+45 mins.	1	0	3	0	4	1	2	2	1	6	0	0	2	1	3	9	1	0	0	10
Total Volume	4	3	9	0	16	1	10	3	2	16	1	3	4	1	9	14	5	1	0	20
% App. Total	25	18.8	56.2	0		6.2	62.5	18.8	12.5		11.1	33.3	44.4	11.1		70	25	5	0	
PHF	.500	.375	.750	.000	.800	.250	.833	.375	.500	.667	.250	.375	.500	.250	.750	.389	.625	.250	.000	.500

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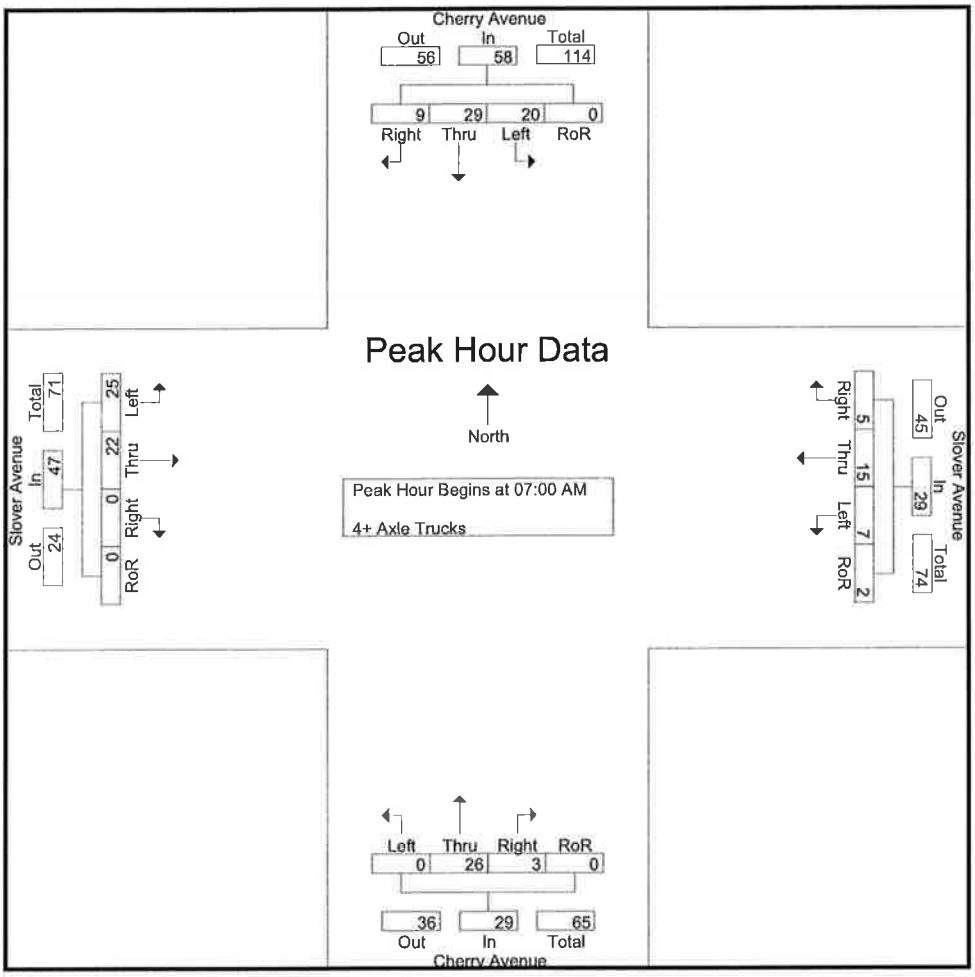

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					07:00 AM				
+0 mins.	3	7	1	0	11	1	4	**2**	**1**	8	0	5	**1**	0	6	**10**	2	0	0	12
+15 mins.	5	8	2	0	15	1	4	1	0	6	0	5	**0**	0	5	10	7	0	0	**17**
+30 mins.	**7**	**9**	**3**	0	**19**	2	2	2	0	6	0	6	1	0	7	5	4	0	0	9
+45 mins.	5	5	3	0	13	**3**	**5**	0	1	**9**	0	**10**	1	0	**11**	**0**	**9**	0	0	9
Total Volume	20	29	9	0	58	7	15	5	2	29	0	26	3	0	29	25	22	0	0	47
% App. Total	34.5	50	15.5	0		24.1	51.7	17.2	6.9		0	89.7	10.3	0		53.2	46.8	0	0	
PHF	.714	.806	.750	.000	.763	.583	.750	.625	.500	.806	.000	.650	.750	.000	.659	.625	.611	.000	.000	.691

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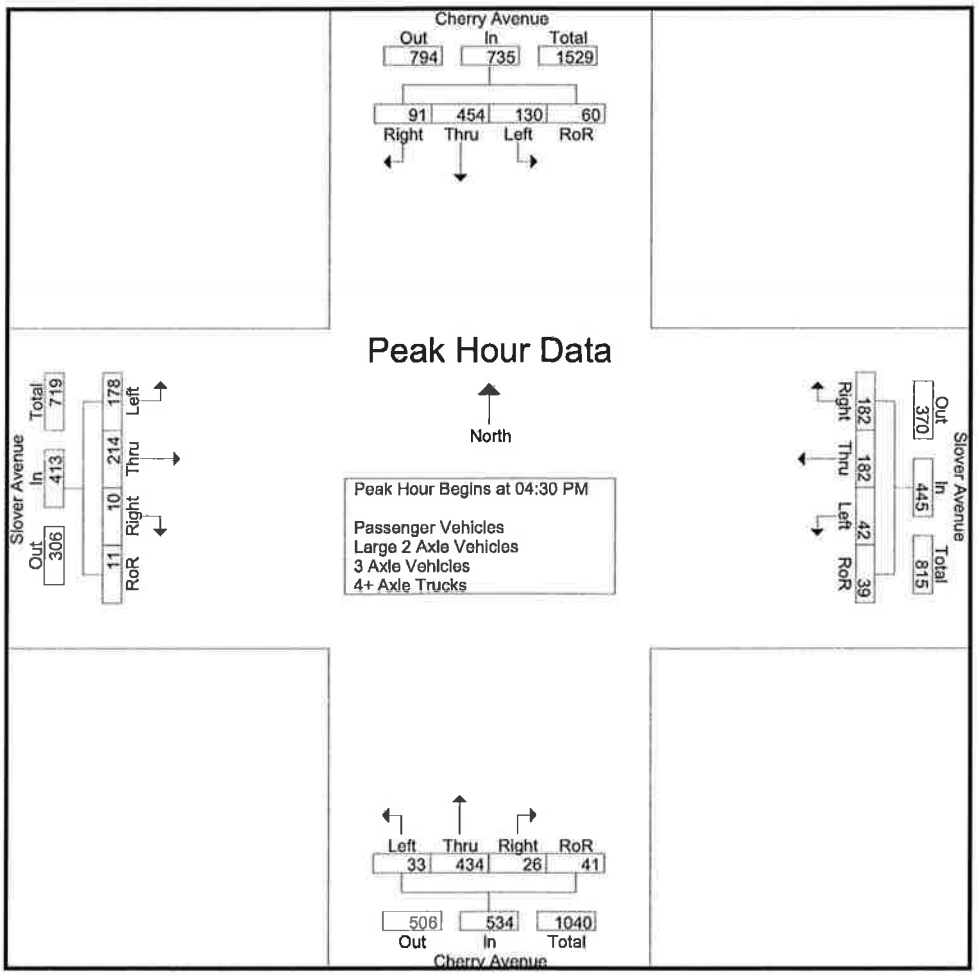

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM					04:30 PM					04:30 PM					04:30 PM				
+0 mins.	**38**	98	20	6	162	13	49	44	**15**	121	9	91	6	7	113	**55**	**61**	3	1	**120**
+15 mins.	38	107	20	**26**	191	8	**53**	**54**	13	**128**	**14**	112	7	10	143	41	41	2	1	85
+30 mins.	37	110	**27**	8	182	**14**	39	47	6	106	7	**121**	5	**17**	**150**	47	61	1	**6**	115
+45 mins.	17	**139**	24	20	**200**	7	41	37	5	90	3	110	**8**	7	128	35	51	**4**	3	93
Total Volume	130	454	91	60	735	42	182	182	39	445	33	434	26	41	534	178	214	10	11	413
% App. Total	17.7	61.8	12.4	8.2		9.4	40.9	40.9	8.8		6.2	81.3	4.9	7.7		43.1	51.8	2.4	2.7	
PHF	.855	.817	.843	.577	.919	.750	.858	.843	.650	.869	.589	.897	.813	.603	.890	.809	.877	.625	.458	.860

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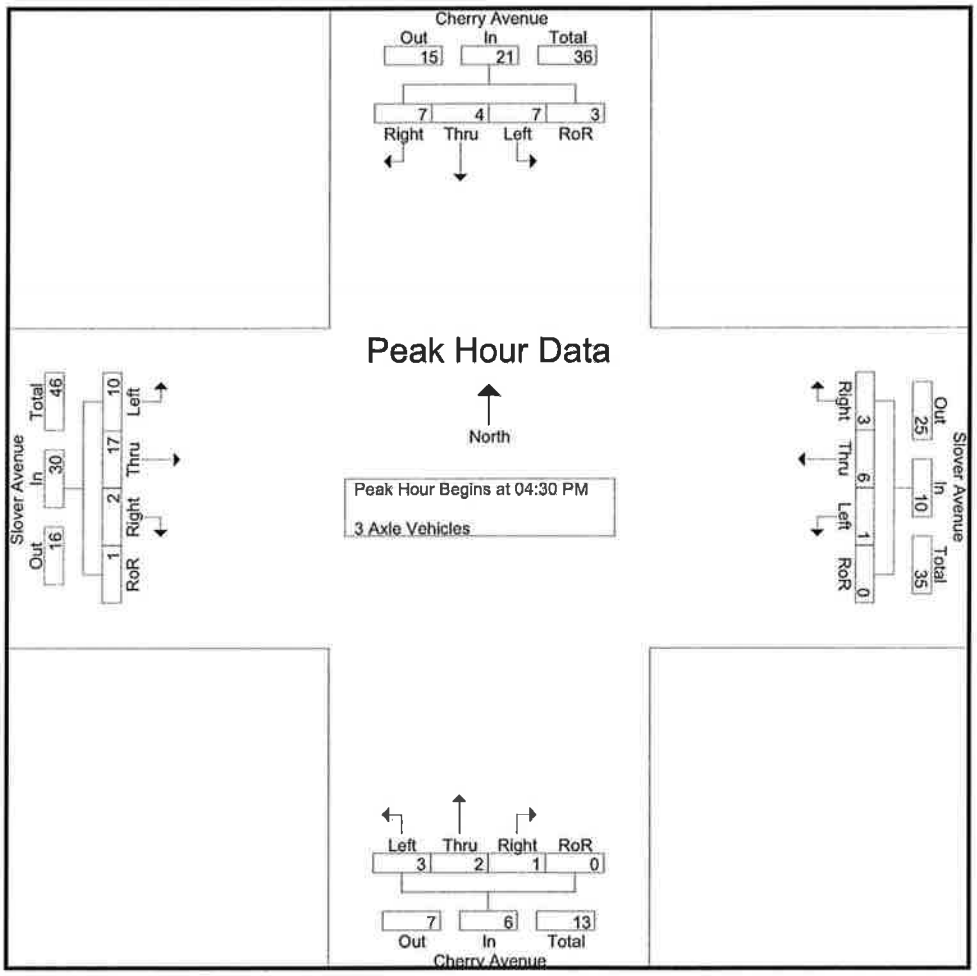

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM					04:30 PM					04:30 PM					04:30 PM				
+0 mins.	**3**	1	0	0	4	**1**	**2**	1	0	**4**	1	0	0	0	1	2	**5**	**1**	0	8
+15 mins.	1	0	2	1	4	0	1	**2**	0	3	0	**1**	0	0	1	**5**	5	0	0	**10**
+30 mins.	2	1	**3**	**2**	**8**	0	2	0	0	2	**2**	1	**1**	0	**4**	2	2	1	**1**	6
+45 mins.	1	**2**	2	0	5	0	1	0	0	1	0	0	0	0	0	1	5	0	0	6
Total Volume	7	4	7	3	21	1	6	3	0	10	3	2	1	0	6	10	17	2	1	30
% App. Total	33.3	19	33.3	14.3		10	60	30	0		50	33.3	16.7	0		33.3	56.7	6.7	3.3	
PHF	.583	.500	.583	.375	.656	.250	.750	.375	.000	.625	.375	.500	.250	.000	.375	.500	.850	.500	.250	.750

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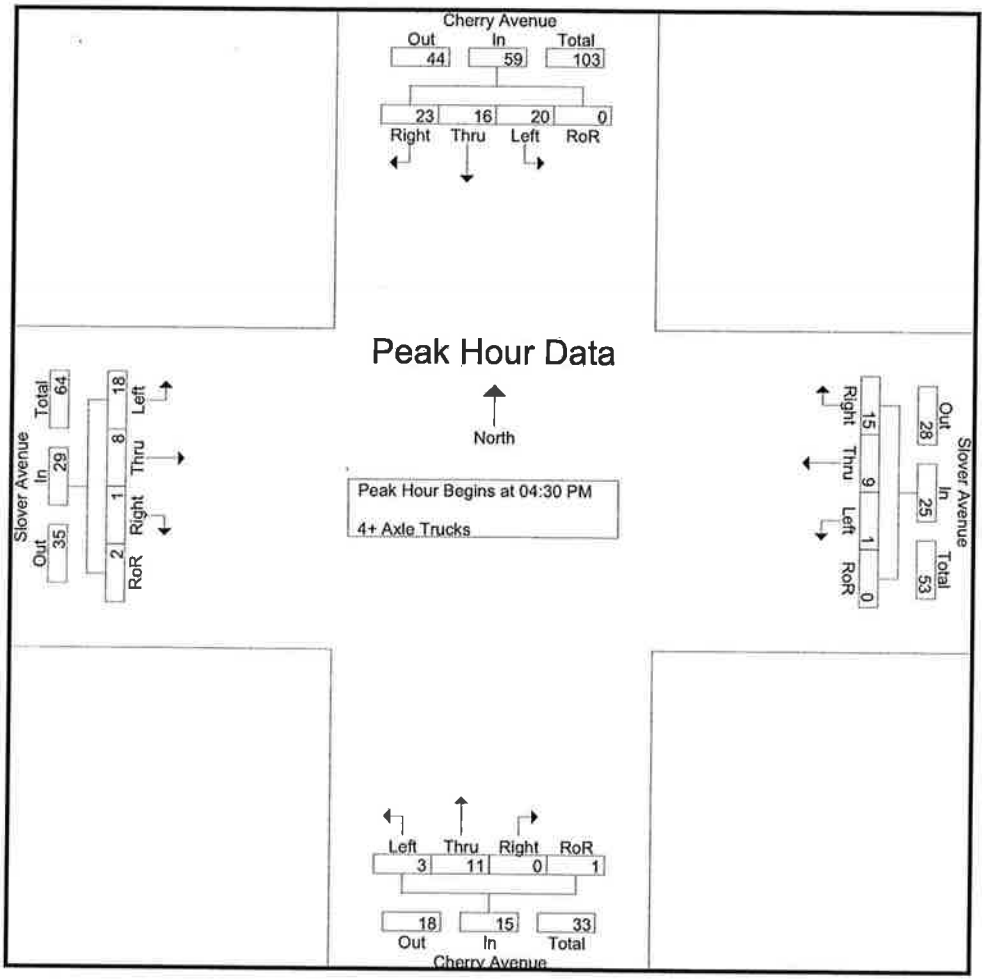


Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM					04:30 PM					04:30 PM					04:30 PM				
+0 mins.	**8**	5	3	0	16	0	2	2	0	4	0	3	0	0	3	6	1	0	0	7
+15 mins.	3	2	4	0	9	0	0	**8**	0	**8**	**3**	2	0	0	**5**	2	1	0	**1**	4
+30 mins.	5	3	**8**	0	16	**1**	3	2	0	6	0	**4**	0	0	4	3	2	0	1	6
+45 mins.	4	**6**	8	0	**18**	0	**4**	3	0	7	0	2	0	**1**	3	**7**	**4**	**1**	0	**12**
Total Volume	20	16	23	0	59	1	9	15	0	25	3	11	0	1	15	18	8	1	2	29
% App. Total	33.9	27.1	39	0		4	36	60	0		20	73.3	0	6.7		62.1	27.6	3.4	6.9	
PHF	.625	.667	.719	.000	.819	.250	.563	.469	.000	.781	.250	.688	.000	.250	.750	.643	.500	.250	.500	.604

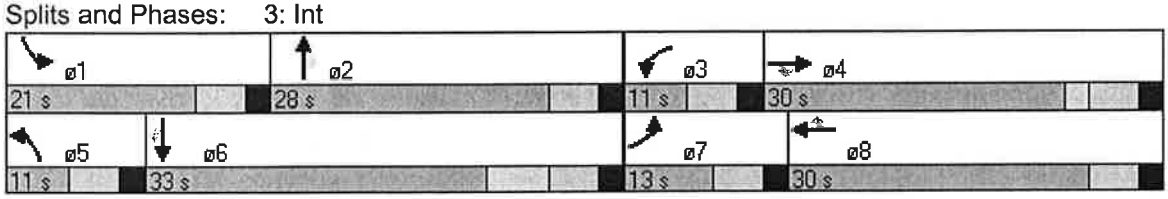
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	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	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1392	2948	1319	1392	2948	1319	1392	2948	1319	1392	1552	1319
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1392	2948	1319	1392	2948	1319	1392	2948	1319	1392	1552	1319
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			12			82			88			317
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)	201	204	14	99	237	113	67	496	97	271	560	335
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
Growth Factor	89%	82%	82%	76%	71%	69%	84%	92%	86%	79%	86%	90%
Heavy Vehicles (%)	16%	16%	16%	16%	16%	16%	16%	16%	16%	16%	16%	16%
Adj. Flow (vph)	188	176	12	79	177	82	59	480	88	225	507	317
Lane Group Flow (vph)	188	176	12	79	177	82	59	480	88	225	507	317
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	11.0	30.0	30.0	11.0	30.0	30.0	11.0	28.0	28.0	11.0	28.0	28.0
Total Split (s)	13.0	30.0	30.0	11.0	30.0	30.0	11.0	28.0	28.0	21.0	33.0	33.0
Total Split (%)	14.1%	32.6%	32.6%	12.0%	32.6%	32.6%	12.0%	30.4%	30.4%	22.8%	35.9%	35.9%
Maximum Green (s)	7.0	24.0	24.0	5.0	24.0	24.0	5.0	22.0	22.0	15.0	27.0	27.0
Yellow 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
All-Red Time (s)	2.0	2.0	2.0	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	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.5	2.5	2.0	2.5	2.5	2.0	2.5	2.5	2.0	2.5	2.5
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)		4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0		18.0	18.0		18.0	18.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.0	28.0	28.0	7.0	26.0	26.0	7.0	24.0	24.0	17.0	34.0	34.0
Actuated g/C Ratio	0.10	0.30	0.30	0.08	0.28	0.28	0.08	0.26	0.26	0.18	0.37	0.37
v/c Ratio	1.38	0.20	0.03	0.75	0.21	0.19	0.56	0.62	0.22	0.88	0.88	0.46
Control Delay	245.5	24.4	11.7	81.5	26.0	7.2	62.0	34.2	7.6	70.1	46.5	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	245.5	24.4	11.7	81.5	26.0	7.2	62.0	34.2	7.6	70.1	46.5	4.9
LOS	F	C	B	F	C	A	E	C	A	E	D	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		134.5			34.4			33.1			39.0	
Approach LOS		F			C			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 92
Actuated Cycle Length: 92
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.38
Intersection Signal Delay: 51.8 Intersection LOS: D
Intersection Capacity Utilization 61.2% ICU Level of Service B
Analysis Period (min) 15

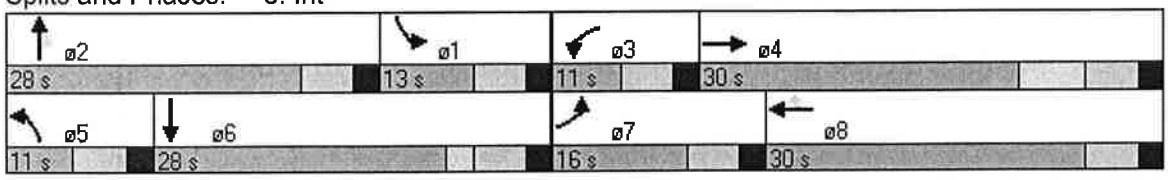
Splits and Phases: 3: Int



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1800	1800	1700	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	50	
Trailing Detector (ft)	0	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	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.984				0.850			0.850		0.954	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1442	3005	0	1442	3054	1366	1442	3054	1366	1442	2913	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1442	3005	0	1442	3054	1366	1442	3054	1366	1442	2913	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17				184			63		82	
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)	224	247	30	45	206	254	42	458	70	177	490	207
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
Growth Factor	89%	82%	82%	76%	71%	69%	84%	92%	86%	79%	86%	90%
Heavy Vehicles (%)	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%
Adj. Flow (vph)	210	213	26	36	154	184	37	444	63	147	444	196
Lane Group Flow (vph)	210	239	0	36	154	184	37	444	63	147	640	0
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			
Detector Phases	7	4		3	8	8	5	2	2	1	6	
Minimum Initial (s)	5.0	7.0		5.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0	
Minimum Split (s)	11.0	30.0		11.0	30.0	30.0	11.0	28.0	28.0	11.0	28.0	
Total Split (s)	16.0	30.0	0.0	11.0	30.0	30.0	11.0	28.0	28.0	13.0	28.0	0.0
Total Split (%)	18.4%	34.5%	0.0%	12.6%	34.5%	34.5%	12.6%	32.2%	32.2%	14.9%	32.2%	0.0%
Maximum Green (s)	10.0	24.0		5.0	24.0	24.0	5.0	22.0	22.0	7.0	22.0	
Yellow Time (s)	4.0	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	2.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.5		2.0	2.5	2.5	2.0	2.5	2.5	2.0	2.5	
Recall Mode	Max	Max		Max	Max	Max	Max	Max	Max	Max	Max	
Walk Time (s)		4.0			4.0	4.0		4.0	4.0		4.0	
Flash Dont Walk (s)		20.0			20.0	20.0		18.0	18.0		18.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	
Act Effct Green (s)	12.0	31.0		7.0	26.0	26.0	7.0	24.0	24.0	9.0	26.0	
Actuated g/C Ratio	0.14	0.36		0.08	0.30	0.30	0.08	0.28	0.28	0.10	0.30	
v/c Ratio	1.06	0.22		0.31	0.17	0.34	0.32	0.53	0.15	0.99	0.69	
Control Delay	118.4	18.8		45.3	23.2	5.7	45.6	29.4	7.6	112.8	27.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	118.4	18.8		45.3	23.2	5.7	45.6	29.4	7.6	112.8	27.9	
LOS	F	B		D	C	A	D	C	A	F	C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		65.4			16.7			28.0			43.7	
Approach LOS		E			B			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 87
Actuated Cycle Length: 87
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.06
Intersection Signal Delay: 39.6 Intersection LOS: D
Intersection Capacity Utilization 54.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Int