



TRAFFIC IMPACT STUDY

LOVELAND HOUSING AUTHORITY

Loveland, CO

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- A. Full Sized Conceptual Site Plan
- B. Base Assumptions Form
- C. LOS Descriptions
- D. Traffic Counts
- E. Existing Synchro Outputs
- F. Pipeline Development Excerpts
- G. Background (without site development) Synchro Outputs
- H. Future (with site development) Synchro Outputs

Executive Summary

Site Location and Study Area

The property that comprises the application area for the proposed development is approximately 52.45 acres in size and is identified as Larimer County Parcel Numbers 9635225901 and 9635218902. It is located east of Taft Avenue (CR-17) and south of 57th Street in Loveland, CO. It is zoned Planned Unit Development P-73 Crossroads Addition and is currently vacant.

The study area is generally bounded by Taft Avenue to the west, 57th Street to the north, and property lines to the east and south. The study area for the project includes intersections that could be affected by the proposed development:

- 57th Street/Taft Avenue
- 57th Street/Duffield Avenue
- 50th Street/Duffield Avenue

Description of Proposed Development

The Applicant, Loveland Housing Authority, seeks to develop the property with residential affordable housing uses. Site access is proposed via the existing full movement access on 57th Street, a right-in/right out (RIRO) access along 57th Street, and an additional full movement access with the extension of Duffield Avenue.

Conclusions and Recommendations

Conclusions

Based on the results of this traffic impact study, the following may be concluded:

- Under existing traffic conditions, the intersections within the study area currently operate at overall acceptable levels of service (LOS) "D" or better during the weekday AM and PM peak hours, and queues remain within their respective storage lengths.
- Under background future 2028 and 2043 traffic conditions, without the development of the subject site, delays would increase at study intersections due to regional traffic growth and pipeline developments. The signalized intersection in the study area is expected to reach capacity with the existing lane use in study year 2028. Pipeline developments in the area are expected to improve the signalized intersection based on their impact. Proposed intersection improvements are applied for study year 2043. With these improvements, the signalized intersection in the study is expected to operate at LOS "C" during the weekday AM peak hour and LOS "E" during the weekday PM peak hour.
- In the background future 2028 and 2043 scenario, the NBL queue at the 57th Street/Taft Avenue intersection is expected to exceed its storage length during the PM peak hour due to pipeline developments.
- The proposed site development would generate, upon completion and full occupancy, 214 new weekday AM and 280 new weekday PM peak hour vehicle trips as well as 3,164 new weekday daily trips.

- Under total future 2028 and 2043 traffic conditions with development of the site, the intersections within the study area would operate consistent with background conditions with the exceptions of the stop controlled movements at the 57th Street/Duffield Avenue intersection which are shown to operate at LOS "F" under total future conditions. However, these approaches are also shown to have a volume/capacity ratio, (V/C) of less than 1.0, suggesting additional capacity available for these movements. Signal warrants would not be triggered for this intersection.

Recommendations

- It is recommended that the Applicant provide access consistent with the site plan contained herein.

I. Introduction

Overview

This report presents the results of a Traffic Impact Study (TIS) conducted in support of a site plan to develop residential affordable housing uses in Loveland, CO. Currently the site is vacant.

Per the requirements of the City of Loveland and the Larimer County Urban Area Street Standards (LCUASS), a Transportation Impact Study is required to support the proposed development.

Site Location and Study Area

The property that comprises the application area for the proposed development is approximately 52.45 acres in size and is identified as Larimer County Parcel Numbers 9635225901 and 9635218902. It is located east of Taft Avenue (CR-17) and south of 57th Street in Loveland, CO, as shown on Figure 1-1. It is zoned Planned Unit Development (PUD) P-73 Crossroads Addition and is currently vacant. The PUD grants certain accesses to the site and the project is consistent with the PUD providing access via the existing full movement access on 57th Street, a right-in/right out (RIRO) access along 57th Street, and an additional full movement access with the extension of Duffield Avenue.

The Applicant, Loveland Housing Authority, seeks to develop the property with residential affordable housing use. A reduction of the Applicant's proposed conceptual site plan is provided on Figure 1-2. A full-size copy of the plan is provided in Appendix A.

The study area is generally bounded by Taft Avenue to the west, 57th Street to the north, and property lines to the east and south.

Tasks undertaken in the course of this study included the following:

1. Reviewed the Applicant's proposed development plans and other background data.
2. Conducted a virtual field reconnaissance of existing roadway and intersection geometries, traffic controls, and speed limits.
3. Collected weekday AM/PM peak hour turning movement counts at the key intersections.
4. Analyzed existing levels of service at each of the key study intersections based on the methodologies set forth in the Highway Capacity Guidelines (HCM) 6th Edition and reports generated by Synchro as reported by Synchro version 11.
5. Forecasted background future traffic volumes based on baseline traffic counts, pipeline projects, and regional traffic growth for 2028 (build-out) and 2043 (long-range) conditions.
6. Calculated background levels of service at each of the key study intersections for the projected build-out years based on background future traffic forecasts, and the existing/background lane use and traffic controls.
7. Estimated the number of AM and PM peak hour trips that would be generated by the proposed use based on the Institute of Transportation Engineers (ITE) Trip Generation 11th Edition rates/equations and methodologies.

8. Prepared AM and PM peak hour total future traffic forecasts based on background traffic forecasts plus site traffic assignments for the 2028 (build-out), as well as 2043 (long-range) conditions.
9. Calculated total future levels of service for each of the key study intersections based on projected total future traffic forecasts, existing/future traffic controls and intersection geometries.
10. Identified roadway improvements required to accommodate future traffic volumes as necessary.

Sources of data for this analysis included the Institute of Transportation Engineers (ITE), Trip Generation, 11th edition, the Highway Capacity Guidelines HCM 6th, Synchro 11, Loveland Housing Authority, City of Loveland, Colorado, LCUASS and the files/library of Galloway.

Site Description and Access

Site Conditions

The terrain proximate to and surrounding the site is generally classified as “level”.

Hazardous Conditions

Based on the field reconnaissance in the vicinity of the subject site, no hazardous features or constraints were identified.

Proposed Site Access

Access to the site is being proposed via the existing full movement access on 57th Street, a RIRO on 57th Street, and an additional full movement access to the south with the extension of Duffield Avenue. These accesses are consistent with the approved PUD.

Existing Zoning

The subject site is currently zoned Planned Unit Development P-73 Crossroads Addition and is currently vacant. Figure 1-3 depicts the existing zoning associated with the subject property, as well as neighboring properties as shown on the City of Loveland zoning map.

Nearby Uses

The properties surrounding the subject site are generally developed with residential uses.

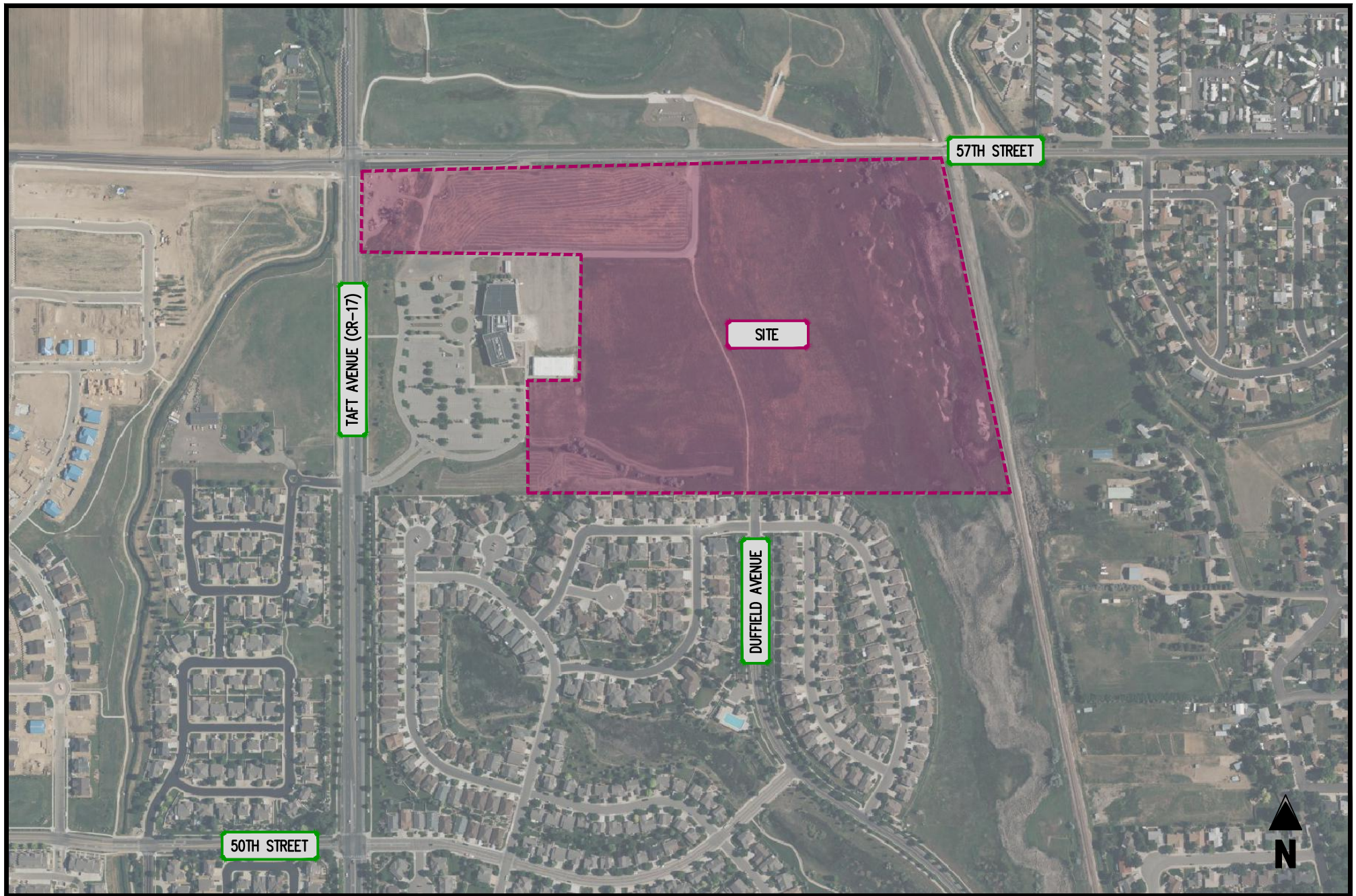


FIGURE 1-1
SITE LOCATION





FIGURE 1-2
SITE PLAN



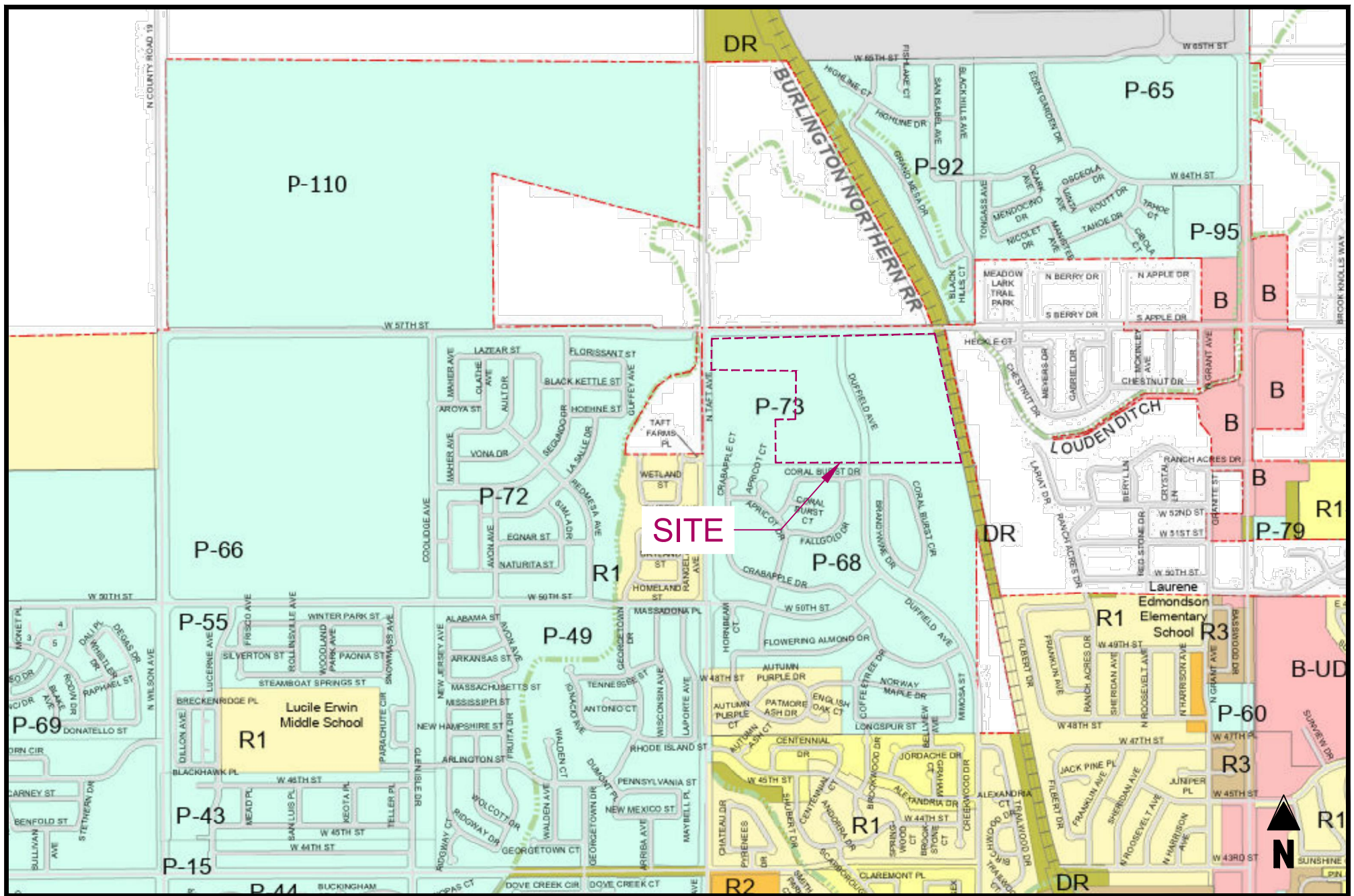


FIGURE 1-3
EXISTING ZONING



II. Background Information

Study Area

The study area was determined by a review of intersections that would experience a significant portion of turning movement volumes generated by the site. As such, the traffic study focuses primarily on the following intersections:

Study Intersections

- 57th Street/Taft Avenue
- 57th Street/Duffield Avenue
- 50th Street/Duffield Avenue

The study intersections, as well as additional study assumptions were confirmed via a base assumptions form and subsequent conversations with Staff. The approved base assumptions form is provided as Appendix B.

Study Assumptions

For purposes of this analysis only, the proposed use was assumed to be built and occupied in one distinct phase. It was assumed that the use would be built and operational in study year 2028. A long-term analysis of 2043 is also provided.

Study Methodology

Synchro software version 11 was used to evaluate levels of service at each of the study intersections during the weekday AM and PM peak hours. Synchro is a macroscopic model used for optimizing traffic signal timing and performing capacity analyses. The software can model existing traffic signal timings or optimize splits, offsets, and cycle lengths for individual intersections, an arterial, or a complete network. Synchro allows the user to evaluate the effects of changing intersection geometrics, traffic demands, traffic control, and/or traffic signal settings as well as optimize traffic signal timings.

The levels of service reported for the signalized and unsignalized intersections analyzed herein were taken from the Highway Capacity Manual (HCM) 6th and reports generated by Synchro. Level of service descriptions are included in Appendix C.

A default percent heavy vehicle (%HV) factor of 2% was used for all movements in the study area.

Existing Roadway Network

Regional access to the subject site is provided by Taft Avenue, and local access is provided via 57th Street and Duffield Avenue. Figure 2-1 depicts existing lane use and traffic controls in the vicinity of the subject site. The following provides a description of each of the roadways within the study network.

Taft Avenue

Taft Avenue is constructed as a four-lane section with turn lanes at major intersections south of 57th Street and a two-lane section north of 57th Street. The posted speed limit is 45 mph in the vicinity of the subject site. The City of Loveland classifies the roadway as a Major Arterial south of 57th Street and as a Minor Arterial north of 57th Street. The intersection with 57th Street operates under signalized control.

57th Street

57th Street is constructed as a two-lane roadway with turn lanes at major intersections. The posted speed limit is 40 mph in the vicinity of the subject site. The City of Loveland classifies the roadway as a Major Arterial east of Taft Avenue and as a Minor Arterial west of Taft Avenue. The intersection with Taft Avenue operates under signalized control.

Duffield Avenue

Duffield Avenue is constructed as a two-lane roadway with a posted speed limit of 35 mph in the vicinity of the subject site. The City of Loveland classifies the roadway as a Major Collector. The intersections along the roadway operate under unsignalized control.

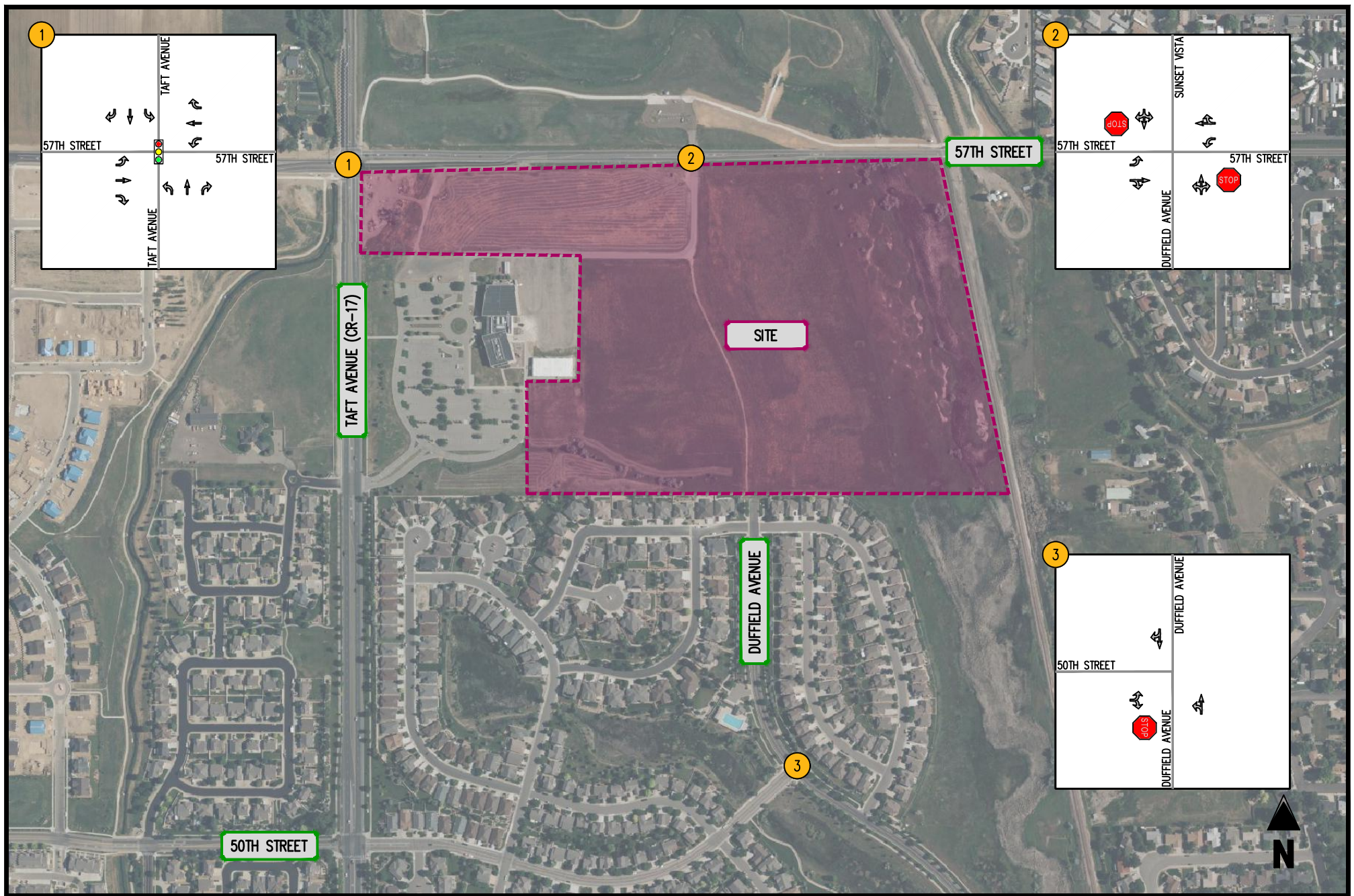


FIGURE 2-1
EXISTING LANE USE AND TRAFFIC CONTROL



III. Analysis of Existing Conditions

Traffic Volumes

Weekday AM and PM peak hour traffic volumes counts were conducted on Wednesday October 4, 2023 from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM at the study intersections by IDAX Data Solutions.

The existing volumes are summarized on Figure 3-1. Copies of traffic counts are included in Appendix D. Existing peak hour factors (PHF) were also computed by approach from the traffic counts and applied to the analysis with a minimum of 0.85 and a maximum of 0.92.

Operational Analysis

Capacity/level of service (LOS) analyses were conducted at the study intersections based on the existing lane use and traffic controls shown on Figure 2-1 and existing baseline vehicular traffic volumes shown on Figure 3-1. The capacity analysis results are presented in Appendix E and summarized in Table 3-1 and on Figure 3-2.

As shown in Table 3-1, the intersections in the study area currently operate at overall acceptable levels of service (LOS) "D" or better during the weekday peak hours.

Existing Intersection Queues

An analysis of intersection 95th-percentile queues was performed at key locations. The results of the queuing analysis, as reported by Synchro, are summarized in Table 3-2. As shown in the table, queues are contained within their effective storage.

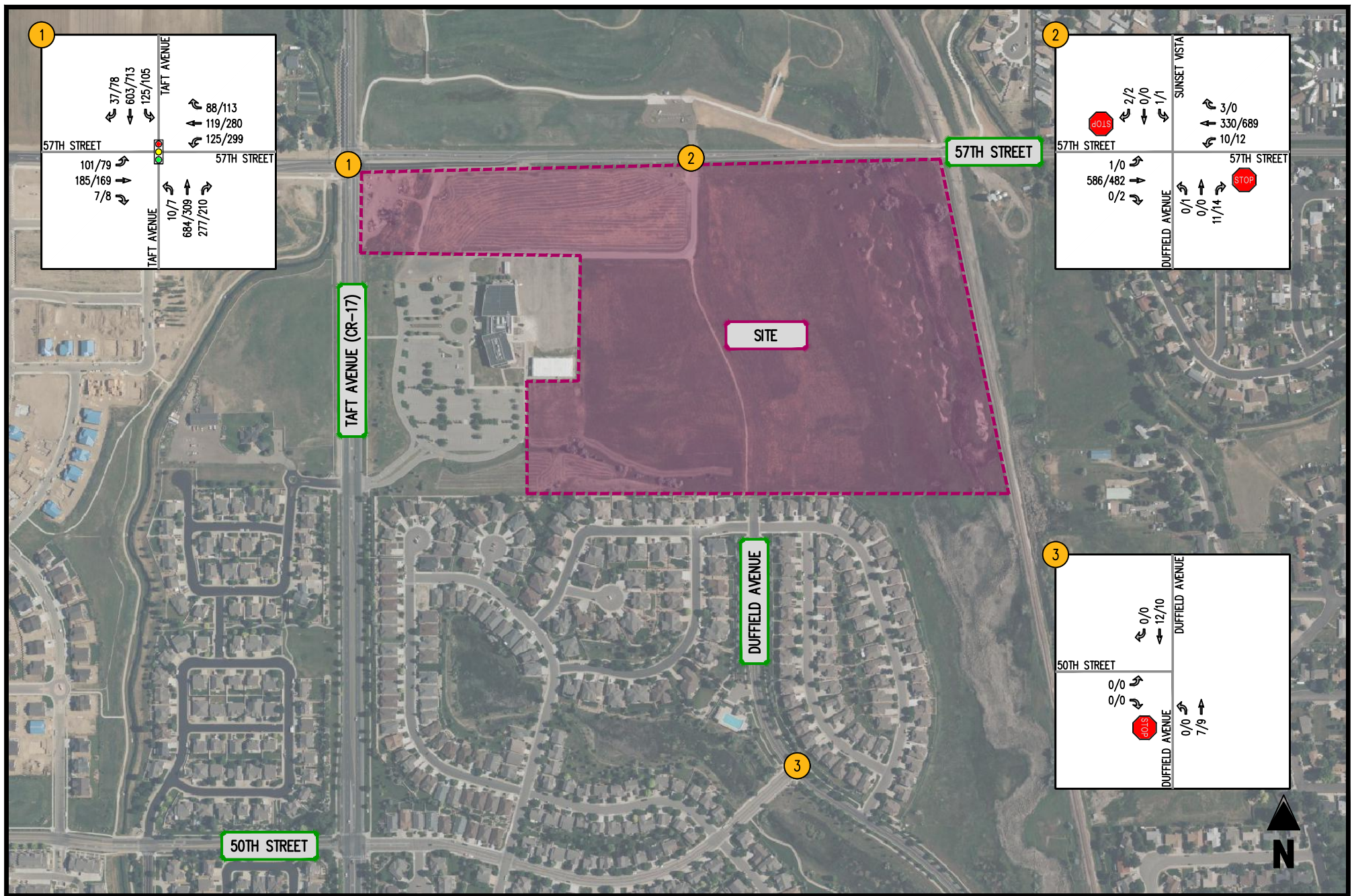


FIGURE 3-1
EXISTING VOLUMES

LOVELAND HOUSING AUTHORITY
LOVELAND, CO

(A/A) INTERSECTION LOS
0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

← MOVEMENT
 SIGNALIZED INTERSECTION
 STOP SIGN
 YIELD SIGN



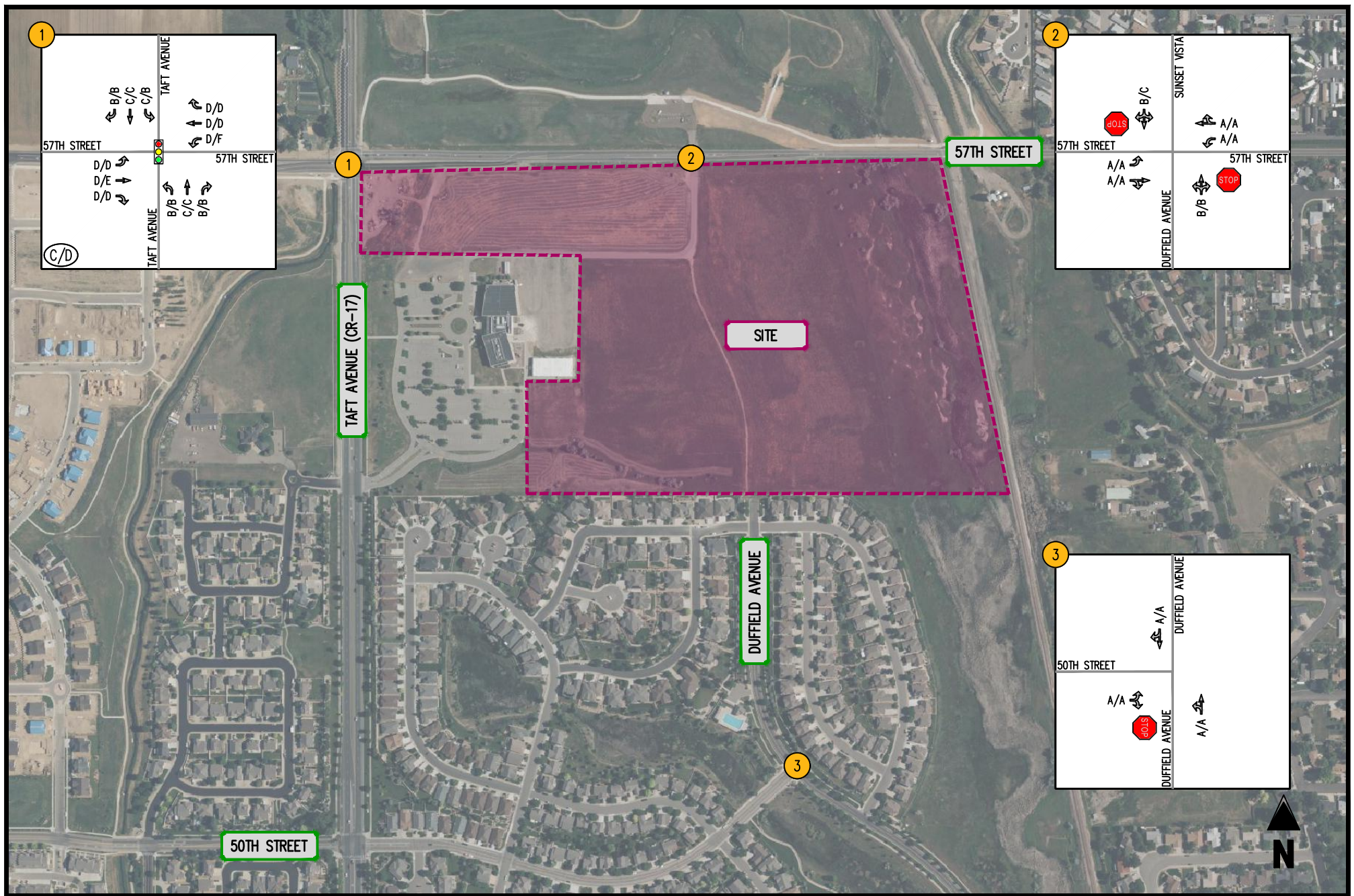


FIGURE 3-2
EXISTING LOS

LOVELAND HOUSING AUTHORITY
LOVELAND, CO

(A/A) INTERSECTION LOS
0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

← MOVEMENT
 SIGNALIZED INTERSECTION
 STOP SIGN
 YIELD SIGN



Table 3-1
 Loveland Housing Authority - Loveland, CO
 Existing Intersection Level of Service Summary (1) (2)

Intersection	Operating Condition	Street Name	Approach/ Movement	Existing 2023	
				AM Peak Hour	PM Peak Hour
1 57th Street/Taft Avenue	SIGNAL	57th Street	EBL	D (36.5)	D (42.3)
			EBT	D (49.8)	E (58.9)
			EBR	D (37.2)	D (42.3)
			WBL	D (35.1)	F (116.2)
		57th Street	WBT	D (37.5)	D (51.3)
			WBR	D (37.2)	D (39.0)
			NBL	B (14.5)	B (17.8)
			NBT	C (32.1)	C (24.6)
		Taft Avenue	NBR	B (17.3)	B (16.3)
			SBL	C (25.1)	B (17.3)
			SBT	C (20.3)	C (25.5)
			SBR	<u>B (10.8)</u>	<u>B (12.3)</u>
			Overall	C (28.8)	D (40.1)
2 57th Street/Duffield Avenue	STOP	57th Street	EBL	A [8.0]	A [0.0]
			EBTR	A [0.0]	A [0.0]
		57th Street	WBL	A [8.9]	A [8.5]
			WBTR	A [0.0]	A [0.0]
		Duffield Avenue	NBLTR	B [13.0]	B [13.2]
		Sunset Vista	SBLTR	B [14.7]	C [20.2]
		3 50th Street/Duffield Avenue	STOP	50th Street	EBLR
Duffield Avenue	NBLT			A [0.0]	A [0.0]
Duffield Avenue	SBTR			A [0.0]	A [0.0]

Notes : (1) Numbers in brackets [] represent delay at unsignalized intersections in seconds per vehicle.
 (2) Numbers in parenthesis () represent delay at signalized intersections in seconds per vehicle.

Table 3-2
 Loveland Housing Authority - Loveland, CO
 Existing Intersection Queueing Summary (1)

Intersection	Operating Condition	Street Name	Approach/ Movement	Available Storage	Existing 2023	
					AM Peak Hour	PM Peak Hour
1 57th Street/Taft Avenue	SIGNAL	57th Street	EBL	450	84	77
			EBT	-	185	194
			EBR	430	0	0
		57th Street	WBL	550	101	361
			WBT	-	114	292
			WBR	200	15	43
		Taft Avenue	NBL	200	12	10
			NBT	-	733	542
			NBR	-	68	43
		Taft Avenue	SBL	450	147	66
			SBT	-	596	777
			SBR	325	0	0
2 57th Street/Duffield Avenue	STOP	57th Street	EBL	400	0	0
			EBTR	-	0	0
		57th Street	WBL	200	0	0
			WBTR	-	0	0
		Duffield Avenue	NBLTR	-	2.5	2.5
		Sunset Vista	SBLTR	-	0	0
3 50th Street/Duffield Avenue	STOP	50th Street	EBLR	-	0	0
		Duffield Avenue	NBLT	-	0	0
		Duffield Avenue	SBTR	-	0	0

Notes : (1) Queue length, in feet, is based on the 95th percentile queue as reported by Synchro, Version 11.

IV. Analysis of Future Conditions without Site Development

Methodology

The future traffic forecasts, without the proposed new use, were developed for 2028 and 2043 conditions based on a composite of existing baseline traffic volumes and regional traffic. A 2.0% growth factor per year was applied to existing through traffic on Taft Avenue.

Regional Growth

Increases in traffic associated with regional growth were estimated at 2.0 percent per year compounded for through movements along Taft Avenue up to 2028 as well as to 2043. This growth accounts for increases in traffic resulting from influences outside of the immediate study area. The resulting increases in volumes within the study area are reflected on Figure 4-1 for 2028 conditions and Figure 4-2 for 2043 conditions.

Pipeline Developments

Approved but unbuilt/unoccupied (i.e., “pipeline”) developments were identified for consideration within the study. The following pipeline developments and development programs were included in the background and total future analysis for 2028 and 2043 conditions:

Green Valley Ranch & Elkader

957	DU	Single Family Detached
23,000	SF	Shopping Center
5,000	SF	Fast Casual Restaurant
3,500	SF	Fast-food Restaurant with Drive-Through

Taft Ridge

675	DU	Single Family Detached
310	DU	Single Family Attached
10	FP	Gas Station/C-Store
17.424	KSF	Strip Retail Plaza (<40k)

Eagle Brook

36	DU	Single Family Detached Housing
48	DU	Multifamily Housing (Low-Rise)

The location of the pipeline developments in relation to the Applicant’s property is shown in Figure 4-3. Improvements for the intersection of 57th Street/Taft Avenue were identified by pipeline developments and assumed built for 2043 (long-range) conditions.

Pipeline development impacts are proposed to be mitigated by the following improvements to the 57th Street/Taft Avenue intersection:

- Additional northbound through lane
- Converting the southbound right turn lane to a through/right lane
- Dual eastbound left turn lanes

Background future lane use and traffic control is shown on Figure 4-4.

Pipeline development site trips were obtained from the Green Valley Ranch & Elkader TIS, Taft Ridge TIS, and Eagle Brook TIS and are shown in Figure 4-5. Relevant excerpts from the pipeline development TIS's are included in Appendix F.

Background Traffic Forecasts

The existing traffic forecasts depicted on Figure 3-1 and the regional growth shown on Figure 4-1 (2028) and Figure 4-2 (2043), and the pipeline development site trips were added together to yield the background future traffic forecasts shown on Figure 4-6 for 2028 conditions and Figure 4-7 for 2043 conditions.

Background Future Levels of Service

Capacity analyses of 2028 and 2043 future traffic conditions without the proposed development are provided in Appendix G and summarized in Table 4-1. The forecasted levels of service are also depicted graphically on Figure 4-8 for 2028 conditions and Figure 4-9 for 2043 conditions.

As shown on Table 4-1, the signalized intersection in the study area is forecasted to approach capacity with existing lane configuration due to pipeline developments. With assumed intersection improvements from the pipeline TIS's, the signalized intersection is expected to operate at LOS "C" during weekday AM peak hour conditions and LOS "E" during weekday PM peak hour conditions.

Unsignalized intersections in the study area are expected to operate at LOS "C" or better during background future conditions with the exception of the southbound approach at the 57th Street/Duffield Avenue intersection which is expected to operate at LOS "E" due to growth from pipeline developments on 57th Street. The approach is forecasted to have a V/C ratio less than 1.0, suggesting additional capacity available for this movement.

Background Future Queueing

An analysis of intersection queues was performed at key locations under background future traffic conditions. The results of the queueing analysis are summarized in Table 4-2.

As shown in the table, queues within the study network will increase due to regional traffic growth. All queues are expected to be contained in their effective storage with the exception of the NBL movements at the 57th Street/Taft Avenue intersection during the PM peak hour under 2028 and 2043 future traffic conditions.

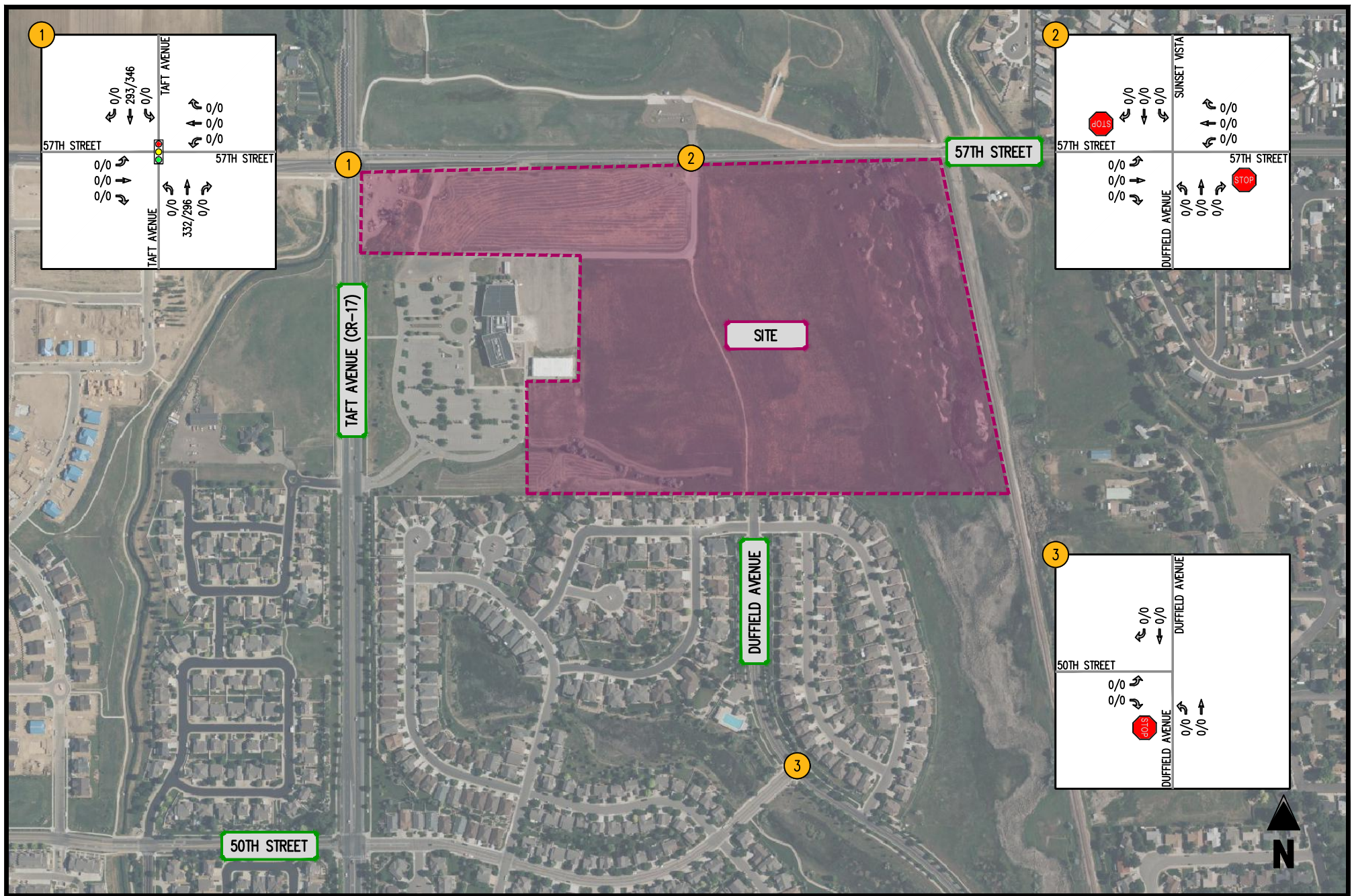


FIGURE 4-2
BACKGROUND 2043 GROWTH

LOVELAND HOUSING AUTHORITY
LOVELAND, CO

(A/A) INTERSECTION LOS
0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

← MOVEMENT
 SIGNALIZED INTERSECTION
 STOP SIGN
 YIELD SIGN



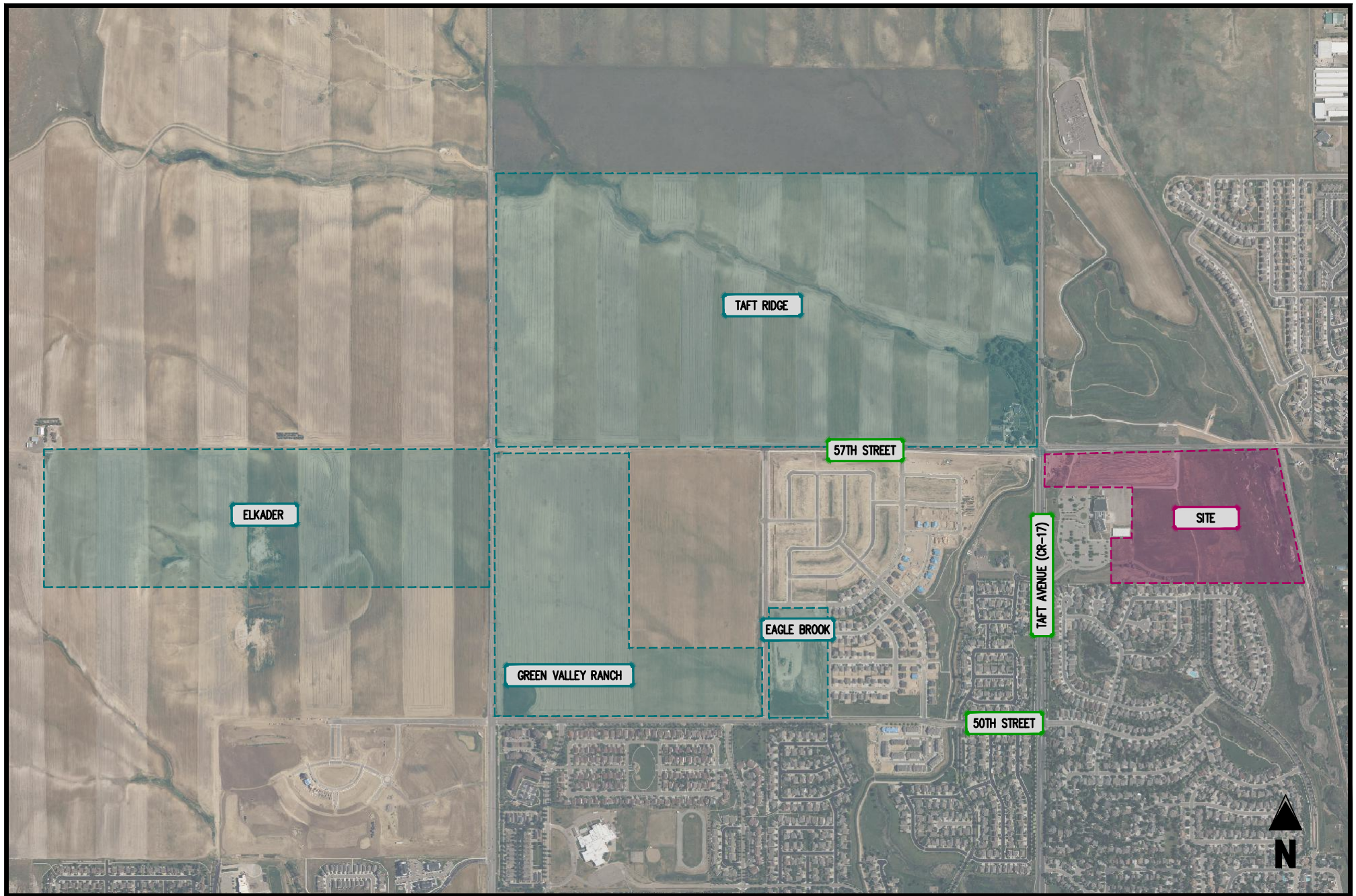


FIGURE 4-3
PIPELINE LOCATIONS



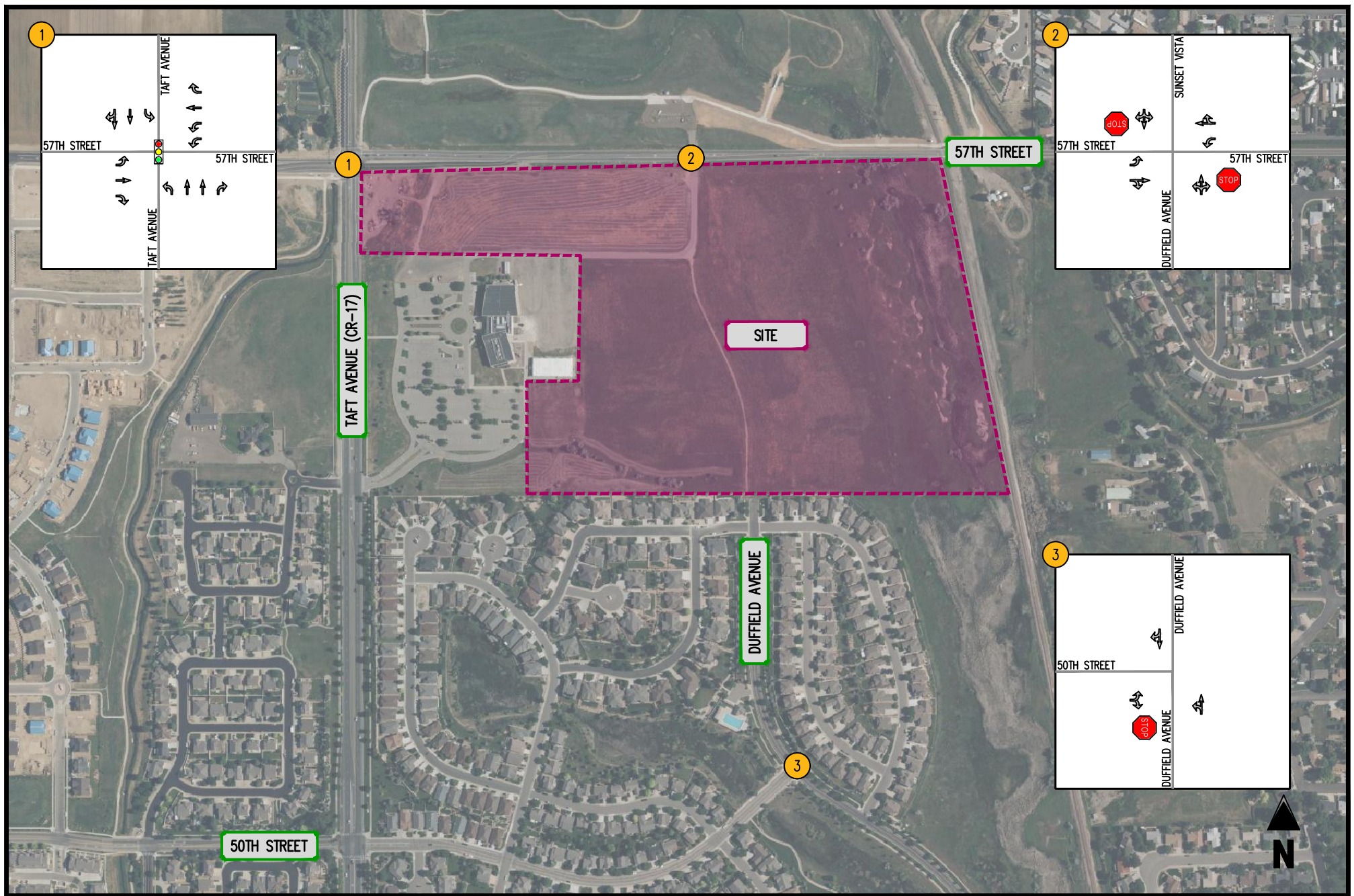


FIGURE 4-4
BACKGROUND LANE USE AND TRAFFIC CONTROL



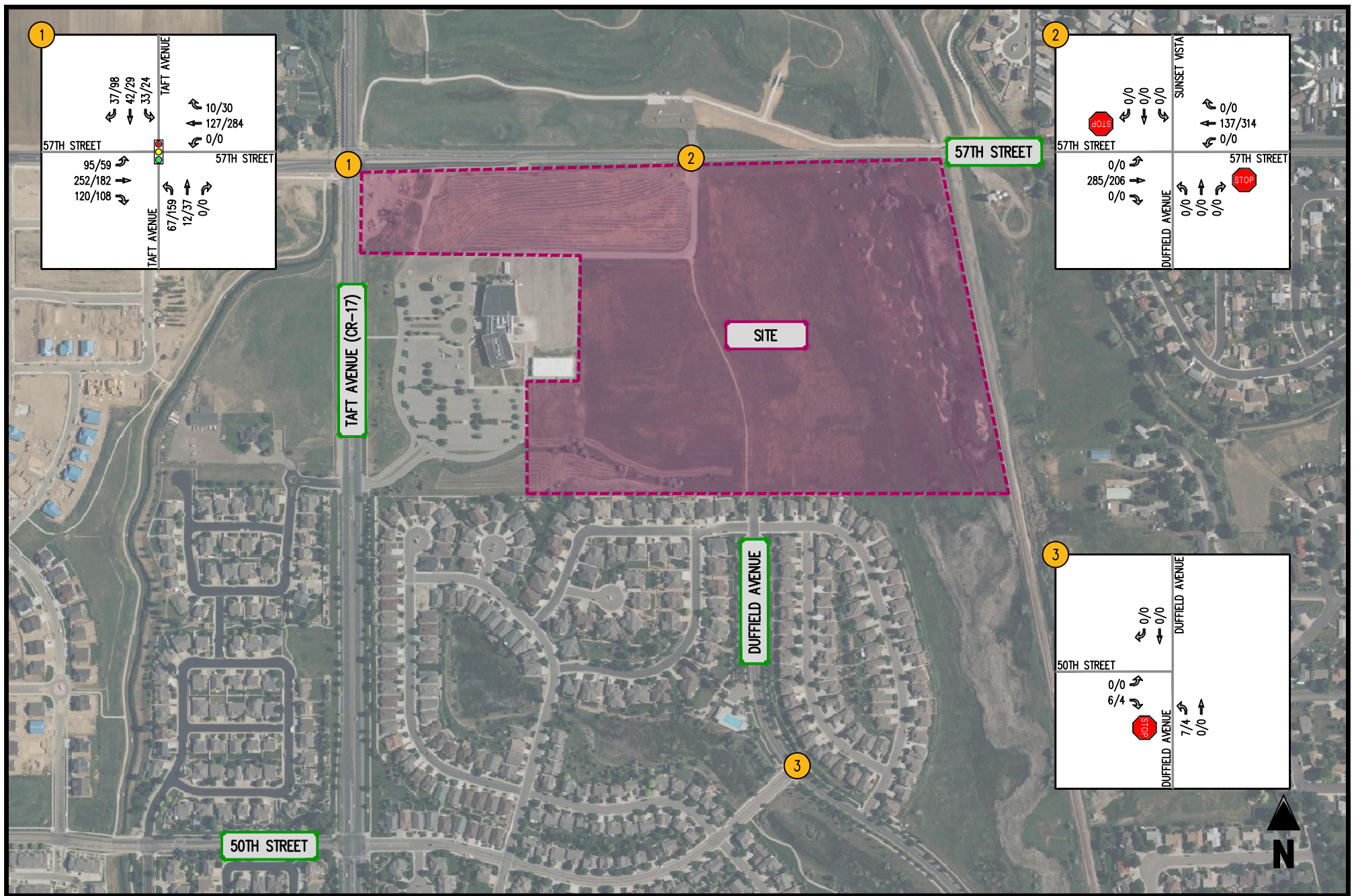


FIGURE 4-5
PIPELINE SITE TRIPS

LOVELAND HOUSING AUTHORITY
LOVELAND, CO

(A/A) INTERSECTION LOS
0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

← MOVEMENT
 SIGNALIZED INTERSECTION
 STOP SIGN
 YIELD SIGN



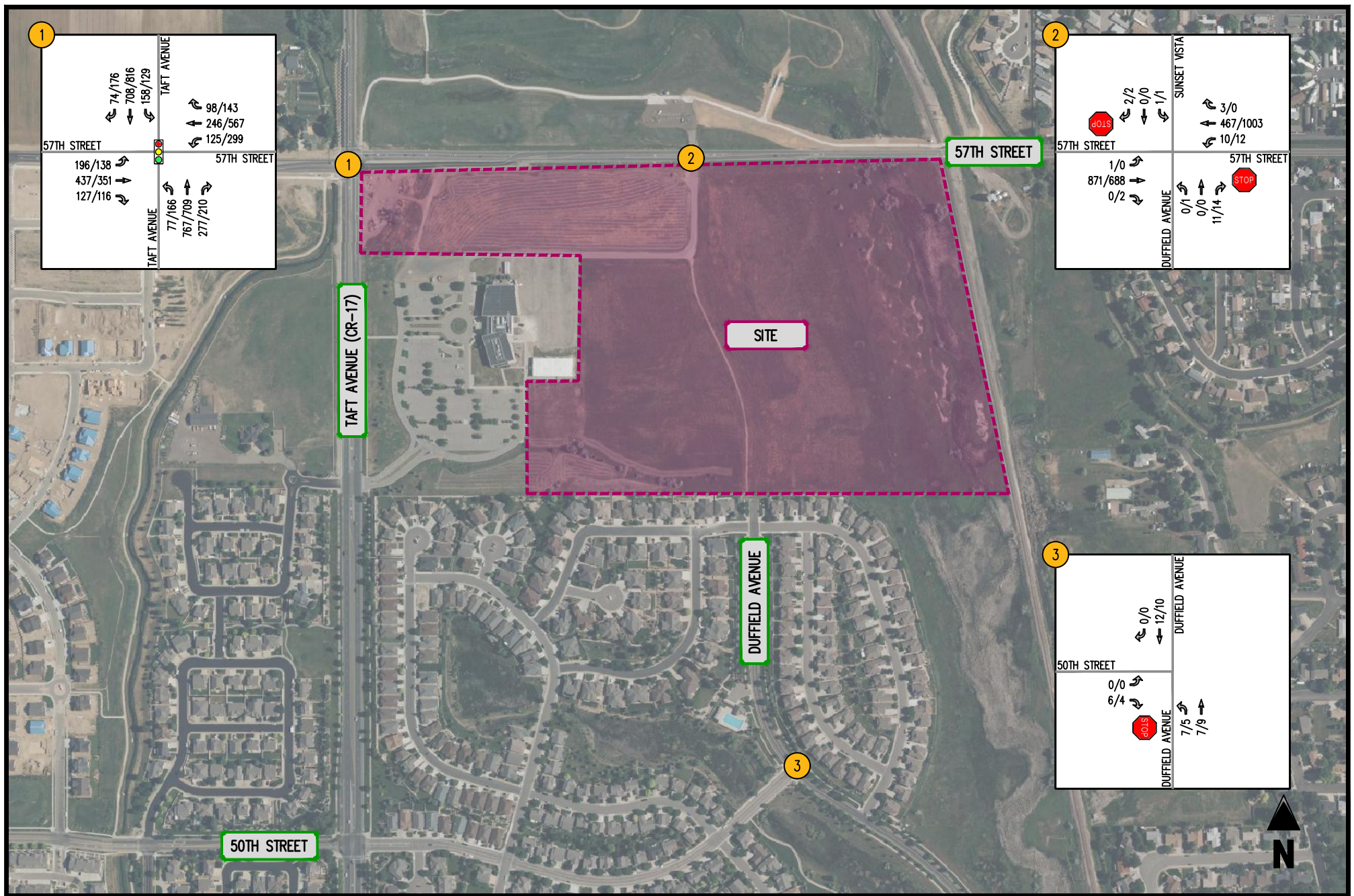


FIGURE 4-6
BACKGROUND 2028 FORECASTS

LOVELAND HOUSING AUTHORITY
LOVELAND, CO

(A/A) INTERSECTION LOS
0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

← MOVEMENT
 SIGNALIZED INTERSECTION
 STOP SIGN
 YIELD SIGN



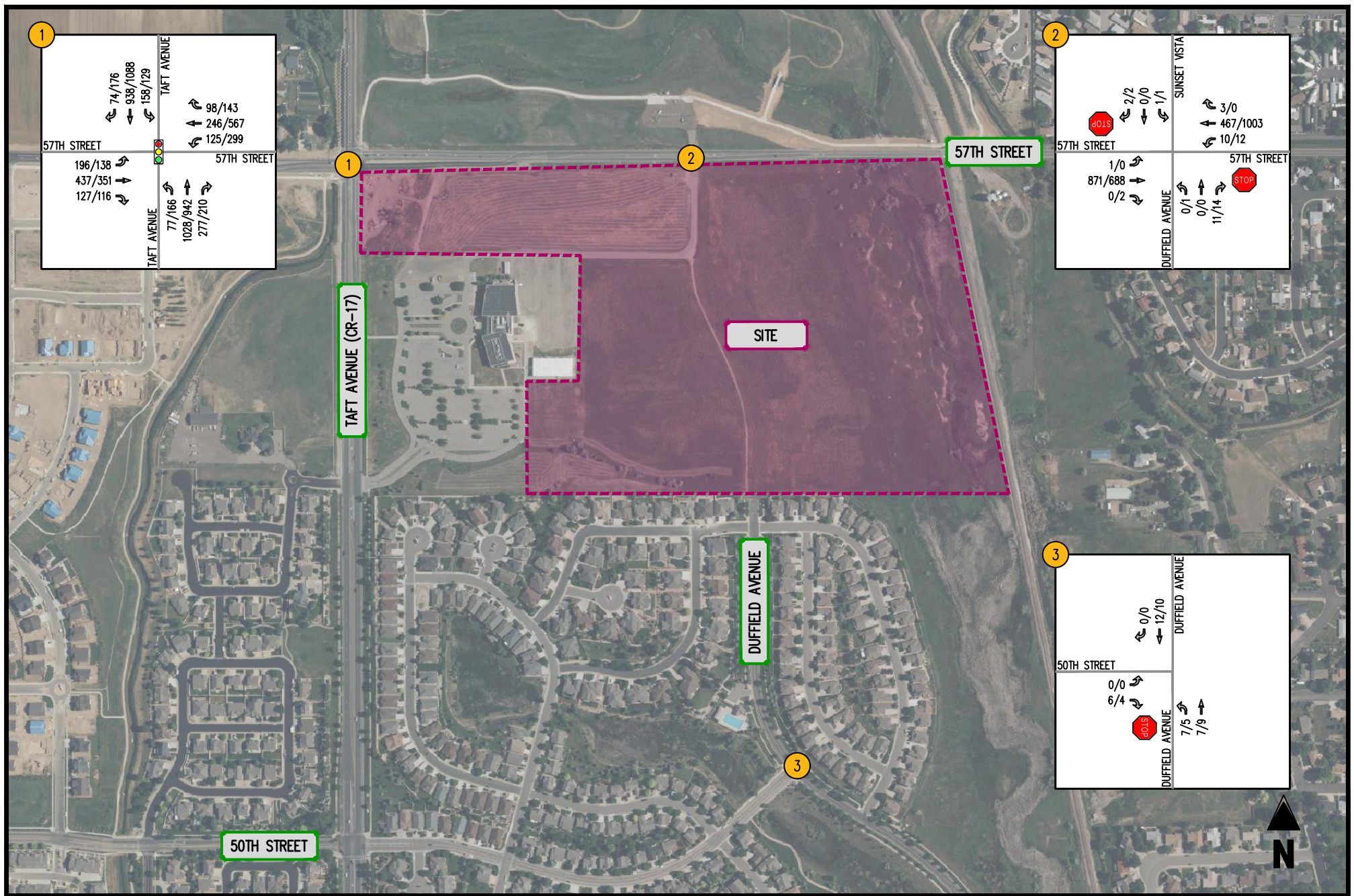


FIGURE 4-7
BACKGROUND 2043 FORECASTS

LOVELAND HOUSING AUTHORITY
LOVELAND, CO

(A/A) INTERSECTION LOS
0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

← MOVEMENT
 SIGNALIZED INTERSECTION
 STOP SIGN
 YIELD SIGN



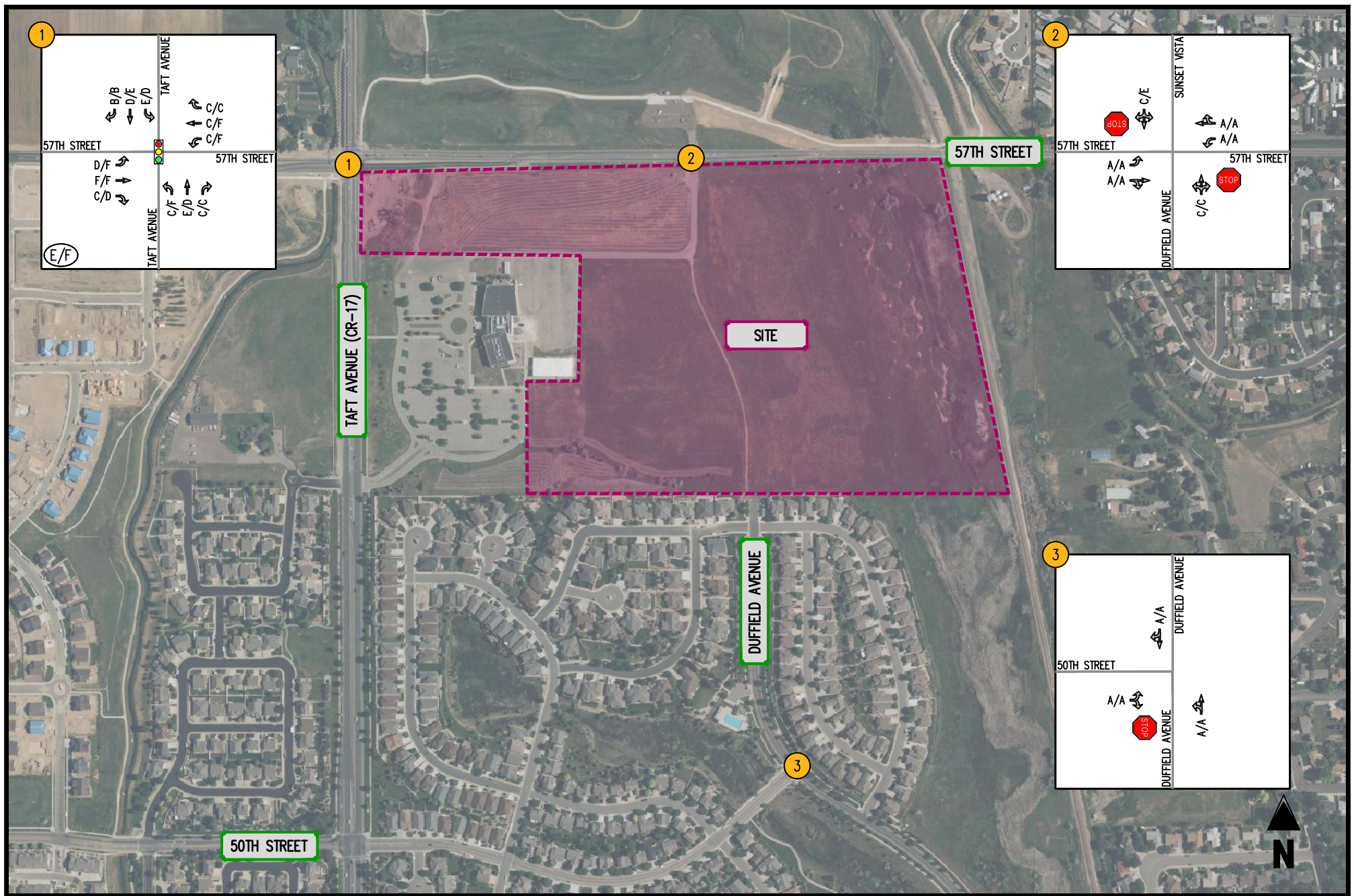


FIGURE 4-8
BACKGROUND 2028 LOS

LOVELAND HOUSING AUTHORITY
LOVELAND, CO

(A/A) INTERSECTION LOS
0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

← MOVEMENT
 SIGNALIZED INTERSECTION
 STOP SIGN
 YIELD SIGN



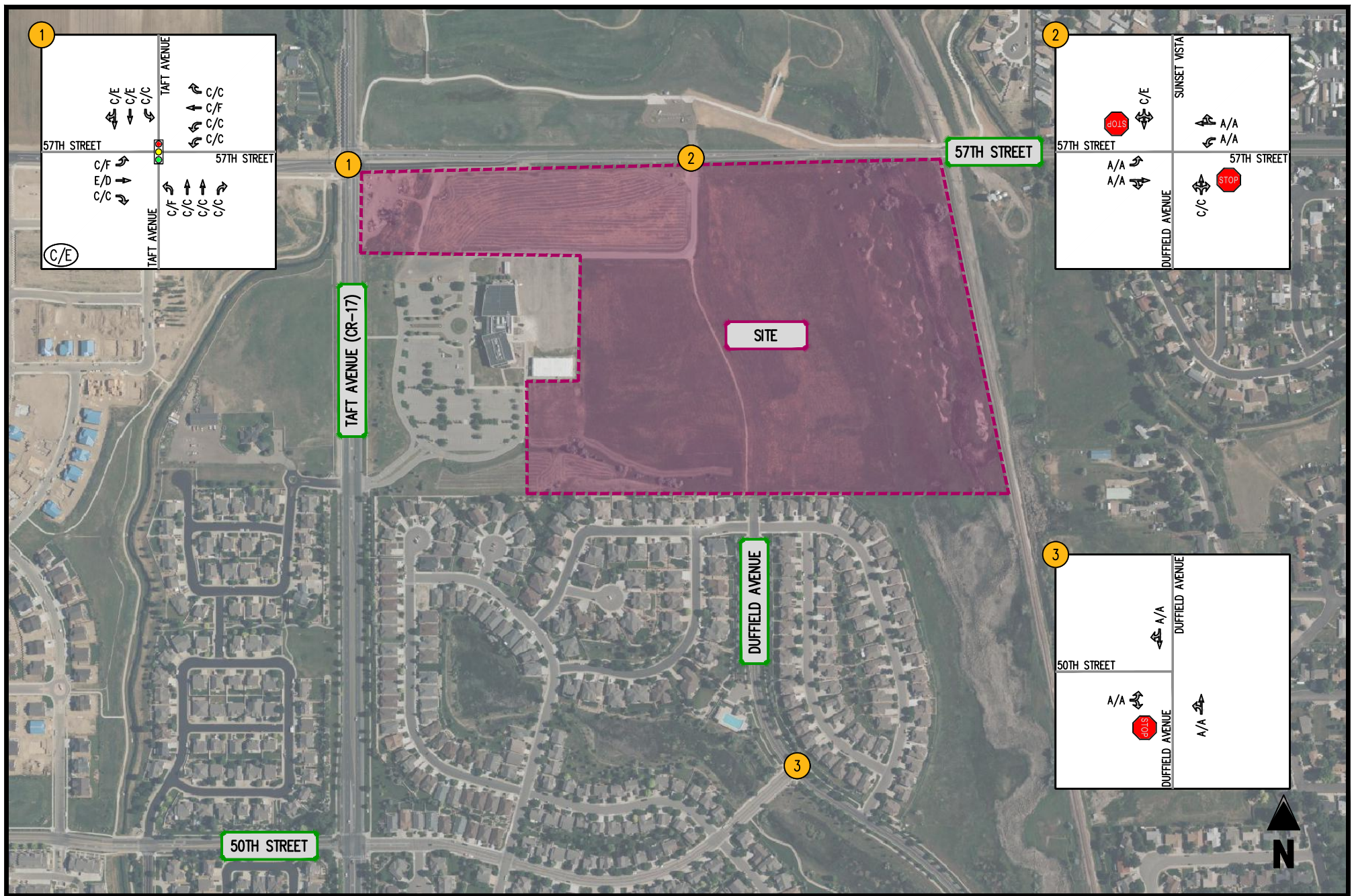


FIGURE 4-9
BACKGROUND 2043 LOS

LOVELAND HOUSING AUTHORITY
LOVELAND, CO

(A/A) INTERSECTION LOS
0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

← MOVEMENT
 SIGNALIZED INTERSECTION
 STOP SIGN
 YIELD SIGN



Table 4-1
 Loveland Housing Authority - Loveland, CO
 Background Future Intersection Level of Service Summary (1) (2)

Intersection	Operating Condition	Street Name	Approach/ Movement	Existing 2023		Background 2028		Background 2043	
				AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1 57th Street/Taft Avenue <i>Intersection Improvements</i>	SIGNAL	57th Street	EBL	D (36.5)	D (42.3)	D (46.9)	F (123.5)	D (46.9)	F (123.5)
			EBT	D (49.8)	E (58.9)	F (132.7)	F (131.4)	F (132.7)	F (131.4)
			EBR	D (37.2)	D (42.3)	C (34.0)	D (41.0)	C (34.0)	D (41.0)
			WBL	D (35.1)	F (116.2)	C (33.6)	F (144.3)	C (33.6)	F (144.3)
		57th Street	WBT	D (37.5)	D (51.3)	C (34.5)	F (185.6)	C (34.5)	F (185.6)
			WBR	D (37.2)	D (39.0)	C (30.8)	C (34.5)	C (30.8)	C (34.5)
			NBL	B (14.5)	B (17.8)	C (24.9)	F (175.7)	C (27.3)	F (175.7)
			NBT	C (32.1)	C (24.6)	E (76.0)	D (43.0)	F (221.6)	F (133.1)
			NBR	B (17.3)	B (16.3)	C (22.7)	C (20.3)	C (22.7)	C (20.3)
			SBL	C (25.1)	B (17.3)	E (79.9)	D (40.4)	E (79.9)	F (87.3)
		Taft Avenue	SBT	C (20.3)	C (25.5)	D (46.7)	E (72.8)	F (148.7)	F (213.4)
			SBR	<u>B (10.8)</u>	<u>B (12.3)</u>	<u>B (17.0)</u>	<u>B (19.5)</u>	<u>B (17.0)</u>	<u>B (19.5)</u>
		Overall		C (28.8)	D (40.1)	E (61.0)	F (92.4)	F (126.1)	F (145.0)
	SIGNAL	57th Street	EBL	N/A	N/A	N/A	N/A	C (34.2)	F (116.3)
			EBT	N/A	N/A	N/A	N/A	E (56.5)	D (37.2)
			EBR	N/A	N/A	N/A	N/A	C (29.2)	C (29.6)
			WBL	N/A	N/A	N/A	N/A	C (28.8)	C (32.7)
		57th Street	WBT	N/A	N/A	N/A	N/A	C (33.8)	F (92.4)
			WBR	N/A	N/A	N/A	N/A	C (30.2)	C (29.5)
			NBL	N/A	N/A	N/A	N/A	C (21.4)	F (96.9)
			NBT	N/A	N/A	N/A	N/A	C (34.1)	C (33.5)
			NBR	N/A	N/A	N/A	N/A	C (26.8)	C (26.3)
		Taft Avenue	SBL	N/A	N/A	N/A	N/A	C (30.8)	C (27.2)
			SBTR	N/A	N/A	N/A	N/A	<u>C (31.7)</u>	<u>E (72.4)</u>
		Overall		N/A	N/A	N/A	N/A	C (34.6)	E (56.8)
2 57th Street/Duffield Avenue	STOP	57th Street	EBL	A [8.0]	A [0.0]	A [8.4]	A [0.0]	A [8.4]	A [0.0]
			EBTR	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]
		57th Street	WBL	A [8.9]	A [8.5]	A [10.0]	A [9.3]	A [10.0]	A [9.3]
			WBTR	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]
		Duffield Avenue	NBLTR	B [13.0]	B [13.2]	C [16.8]	C [18.2]	C [16.8]	C [18.2]
		Sunset Vista	SBLTR	B [14.7]	C [20.2]	C [21.8]	E [38.1]	C [21.8]	E [38.1]
3 50th Street/Duffield Avenue	STOP	50th Street	EBLR	A [0.0]	A [0.0]	A [8.4]	A [8.4]	A [8.4]	A [8.4]
		Duffield Avenue	NBLT	A [0.0]	A [0.0]	A [7.3]	A [7.2]	A [7.3]	A [7.2]
		Duffield Avenue	SBTR	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]

Notes : (1) Numbers in brackets [] represent delay at unsignalized intersections in seconds per vehicle.
 (2) Numbers in parenthesis () represent delay at signalized intersections in seconds per vehicle.

Table 4-2
 Loveland Housing Authority - Loveland, CO
 Background Future Intersection Queueing Summary (1)

Intersection	Operating Condition	Street Name	Approach/ Movement	Available Storage	Existing 2023		Background 2028		Background 2043	
					AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1 57th Street/Taft Avenue <i>Intersection Improvements</i>	SIGNAL	57th Street	EBL	450	84	77	157	185	157	185
			EBT	-	185	194	555	500	555	500
			EBR	430	0	0	46	18	46	18
		57th Street	WBL	550	101	361	101	402	101	402
			WBT	-	114	292	226	772	226	772
			WBR	200	15	43	22	66	22	66
		Taft Avenue	NBL	200	12	10	50	246	50	246
			NBT	-	733	542	846	745	1240	1134
			NBR	-	68	43	87	57	116	64
		Taft Avenue	SBL	450	147	66	192	169	192	172
			SBT	-	596	777	745	923	1094	1374
			SBR	325	0	0	3	44	3	44
	SIGNAL	57th Street	EBL	450	N/A	N/A	N/A	N/A	147	191
			EBT	-	N/A	N/A	N/A	N/A	468	346
			EBR	430	N/A	N/A	N/A	N/A	42	42
		57th Street	WBL	550	N/A	N/A	N/A	N/A	46	108
			WBT	-	N/A	N/A	N/A	N/A	226	697
			WBR	200	N/A	N/A	N/A	N/A	22	61
		Taft Avenue	NBL	200	N/A	N/A	N/A	N/A	53	221
			NBT	-	N/A	N/A	N/A	N/A	466	407
			NBR	-	N/A	N/A	N/A	N/A	75	48
		Taft Avenue	SBL	450	N/A	N/A	N/A	N/A	169	111
			SBTR	-	N/A	N/A	N/A	N/A	404	683
2 57th Street/Duffield Avenue	STOP	57th Street	EBL	400	0	0	0	0	0	0
			EBTR	-	0	0	0	0	0	0
		57th Street	WBL	200	0	0	0	0	0	0
			WBTR	-	0	0	0	0	0	0
		Duffield Avenue	NBLTR	-	2.5	2.5	2.5	5	2.5	5
		Sunset Vista	SBLTR	-	0	0	0	2.5	0	2.5
3 50th Street/Duffield Avenue	STOP	50th Street	EBLR	-	0	0	0	0	0	0
		Duffield Avenue	NBLT	-	0	0	0	0	0	0
		Duffield Avenue	SBTR	-	0	0	0	0	0	0

Notes : (1) Queue length, in feet, is based on the 95th percentile queue as reported by Synchro, Version 11.

V. Site Analysis

Overview

The Applicant is proposing to develop the approximately 52.45 acre site with residential use. For purposes of this study, the site is assumed complete and occupied in 2028. The following use and development programs were analyzed:

Build-Out 2028:

153	DU	Single Family Detached Housing
48	DU	Single Family Attached Housing
200	DU	Multifamily Housing (Low-Rise)

Proposed Site Access

As shown on the Applicant's conceptual plan (Figure 1-2), access to the development is being proposed via the existing full movement access on 57th Street, a right-in/right out (RIRO) access along 57th Street, and an additional full movement access with the extension of Duffield Avenue. Proposed lane use and traffic control is shown on Figure 5-1.

Trip Generation

Overview

Trip generation estimates for the weekday AM and PM peak hours, as well as the weekday average daily traffic (ADT), were derived from the standard Institute of Transportation Engineers (ITE) Trip Generation Manual rates/equations, as published in the 11th edition. The trip generation analysis is presented in Table 5-1.

Site Trips

The vehicle trips that would be generated by the proposed development plan are summarized in Table 5-1. As shown in Table 5-1, the site would generate upon completion and full occupancy 214 new weekday AM and 280 new weekday PM peak hour vehicle trips, as well as 3,164 new weekday daily trips.

Site Trip Distributions

The distribution of the anticipated trips generated by the completion of the proposed development was based on an examination of existing traffic counts and local knowledge. Existing travel patterns indicate the following distribution is appropriate in the forecasting of future site traffic and consistent with the agreed upon scope:

- To/from the east on 57th Street: 60%
- To/from the south on Taft Avenue: 25%
- To/from the north on Taft Avenue: 5%
- To/from the west on 57th Street: 5%
- To/from the south on Duffield Avenue: 5%

Site Trip Assignments

The assignment of the new vehicle trips generated upon the future build-out of the development project was based on the above distribution. The trips assignments are depicted on Figure 5-2.

Non-Auto Infrastructure

During the scoping process, the City requested that the study review safe routes to school (SRTS) for schools within a mile and a half of the subject site. SRTS is a comprehensive approach to providing and encouraging walking and biking routes to schools to facilitate safe options for children. Schools exist to the southeast and southwest of subject site and as such non-auto infrastructure to/from these areas was reviewed.

Figure 5-3 provides the non-auto infrastructure that exists that would serve these areas. As can be seen in Figure 5-3, the subject project would be serviced with multiple walking and biking routes to nearby schools. Schools to the east of the subject site are challenged by a rail crossing as well as several gaps in the infrastructure. This project will connect to the existing infrastructure to the extent possible.

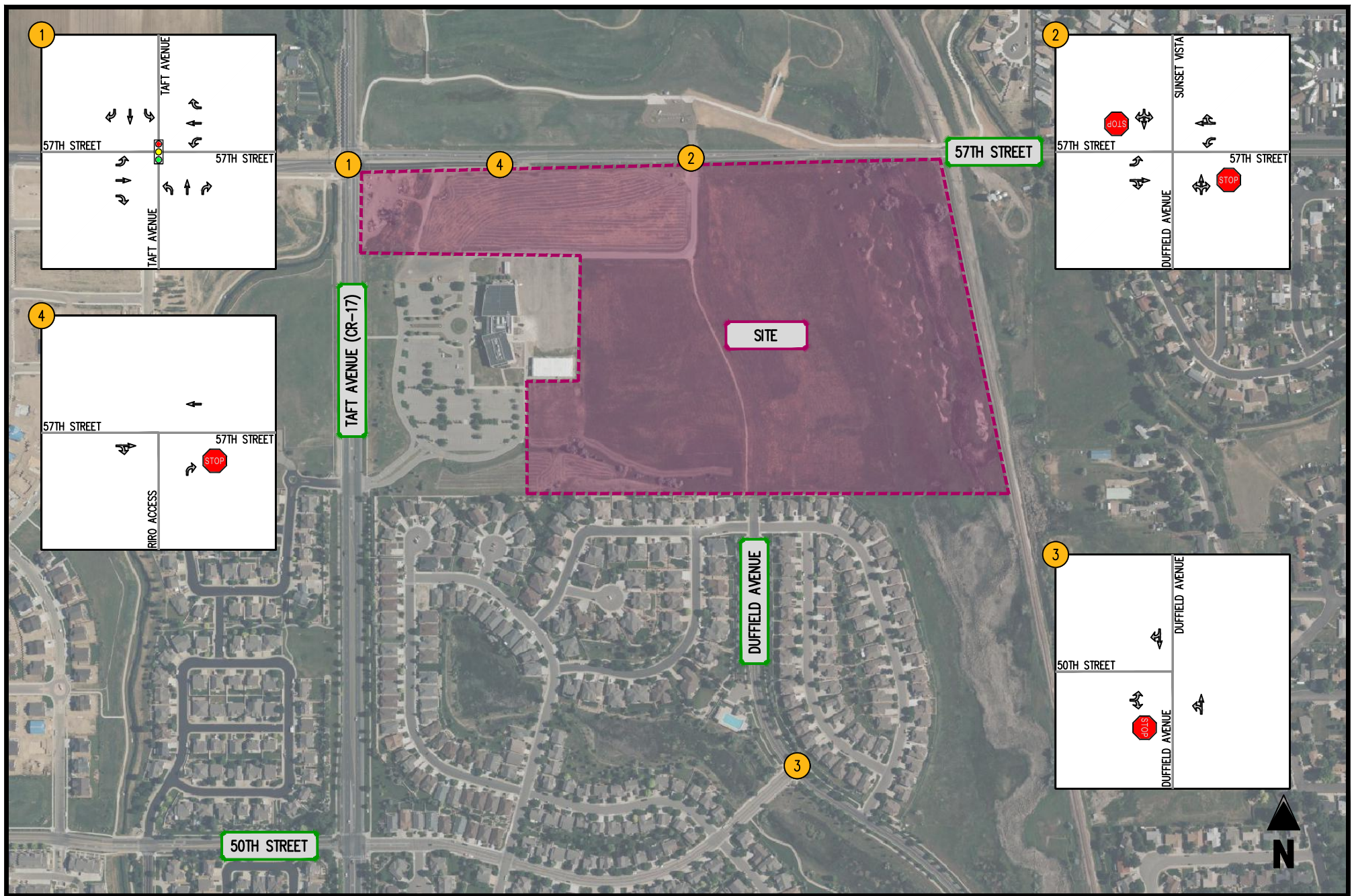


FIGURE 5-1
TOTAL FUTURE LANE USE AND TRAFFIC CONTROL



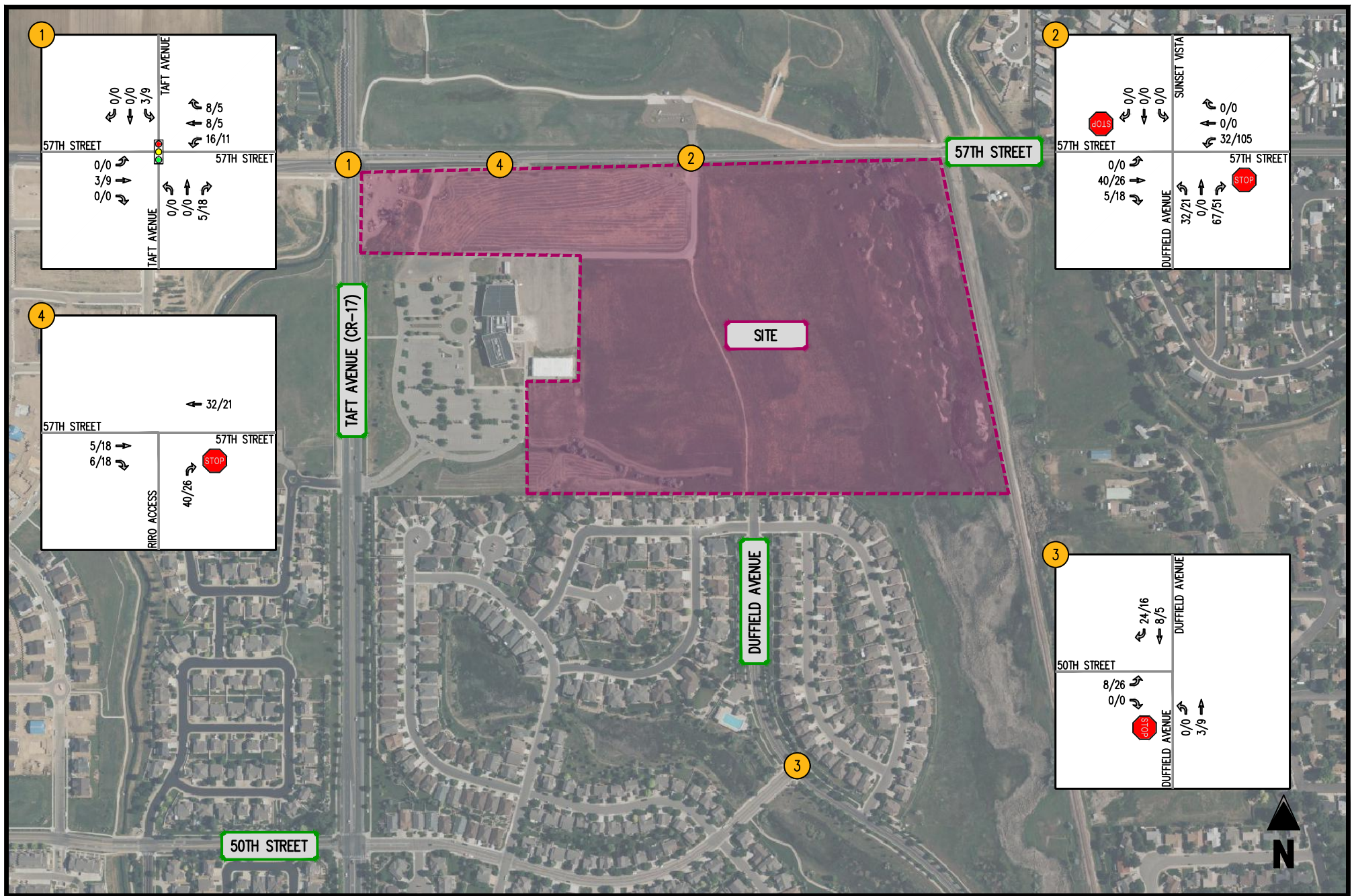


FIGURE 5-2
SITE TRIPS

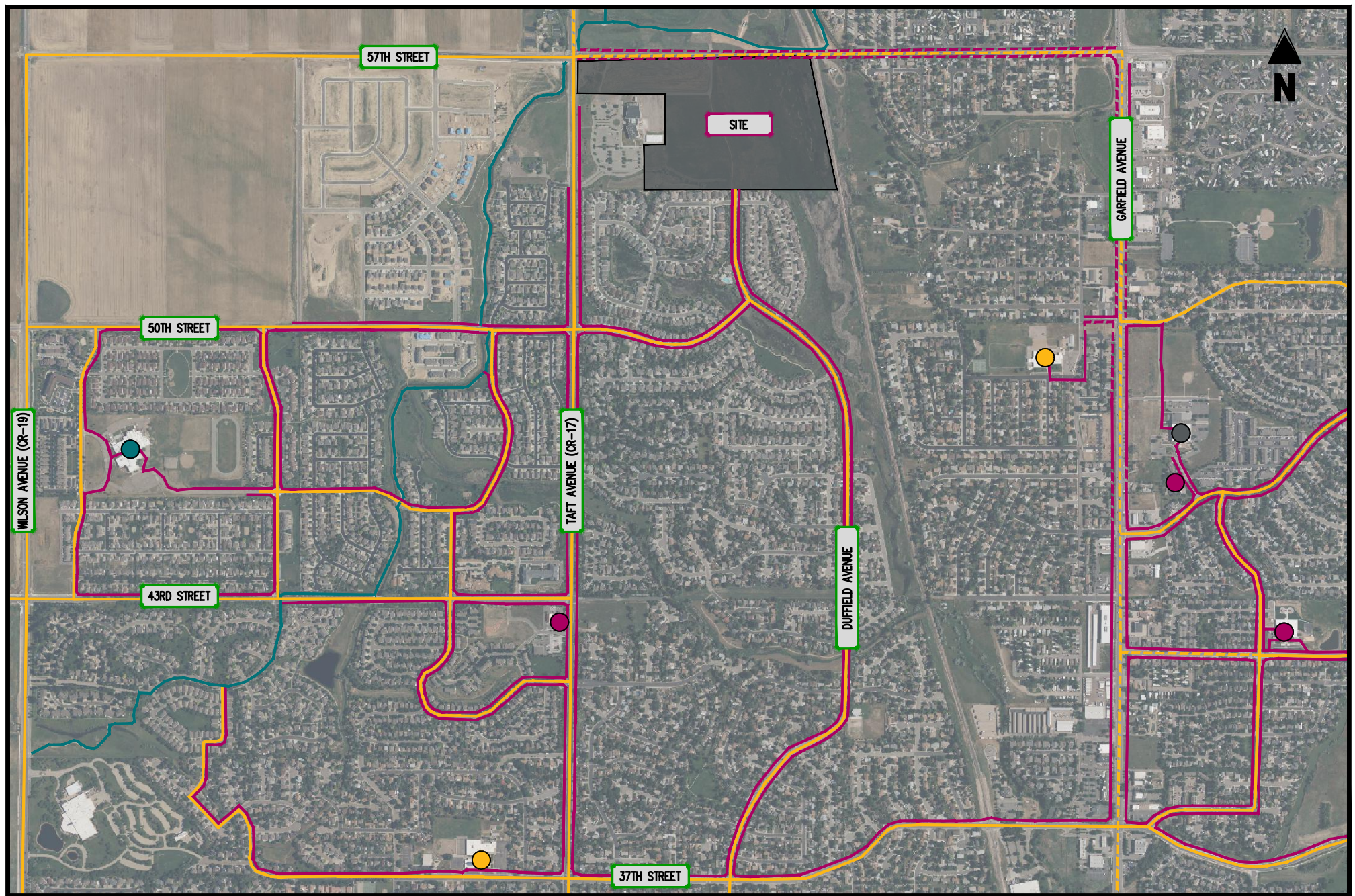


FIGURE 5-3
NON-AUTO INFRASTRUCTURE

LOVELAND HOUSING AUTHORITY
LOVELAND, CO

- PRESCHOOL/DAYCARE
- ELEMENTARY SCHOOL
- MIDDLE SCHOOL
- RELIGIOUS SCHOOL

- EXISTING SIDEWALK
- - - PROPOSED SIDEWALK
- EXISTING ON-STREET BIKE FACILITIES
- - - PROPOSED ON-STREET BIKE FACILITIES
- EXISTING TRAIL



Table 5-1

Loveland Housing Authority

Site Trip Generation

Land Use	Land Use Code	Amount	Units	AM Peak Hour			PM Peak Hour			Average Daily Trips
				In	Out	Total	In	Out	Total	
<i>Proposed</i> ⁽¹⁾										
Single-Family Detached Housing	210	153	DU	28	82	110	93	55	148	1,492
Single-Family Attached Housing	215	48	DU	5	14	19	15	10	25	315
Multifamily Housing (Low-Rise)	220	200	DU	20	65	85	67	40	107	1,357
Total Site Trips				53	161	214	175	105	280	3,164

Note(s):

(1) Trip generation based on the Institute of Transportation Engineers' Trip Generation Manual, 11th Edition

VI. Analysis of Future Conditions with Site Development

Total Future Traffic Forecasts

The 2028 and 2043 total future traffic forecasts associated with the proposed development were developed by combining the background future forecasts shown on Figure 4-6 (2028) and Figure 4-7 (2043), and the site trip assignments shown on Figure 5-2. The resulting total future traffic forecasts are provided on Figure 6-1 for 2028 conditions and Figure 6-2 for 2043 conditions.

Total Future Levels of Service with Proposed Development

Future levels of service with the proposed development plan were estimated at key study intersections based on the future traffic volumes shown on Figures 6-1 and Figure 6-2, the total future lane use on Figure 5-1, and the HCM 6th methodologies for signalized and unsignalized intersections. The results of these analyses are provided in Appendix H and presented in Table 6-1. Total future levels of service are also presented graphically on Figure 6-3 (2028) and Figure 6-4 (2043).

As shown in Table 6-1, levels of service under future site development conditions would remain generally consistent with future background conditions (i.e., without site development). Overall delays would experience minor increase due to site trips. The signalized intersection within the study area would operate consistent with background conditions.

Unsignalized intersections in the study area are expected to operate at LOS "D" or better during background future conditions with the exception of the stop controlled approaches at the 57th Street/Duffield Avenue intersection. Further review of this intersection shows the approaches are forecasted to have a V/C ratio less than 1.0, suggesting additional capacity available for these movements. The peak hour signal warrant for this intersection was also reviewed to understand if such an improvement might be recommended. Due to the reported V/C ratio and low side street volumes a signal/roundabout improvement would not be warranted.

Total Future Queuing

Total future queues were forecasted using Synchro. The results of the queuing analysis are summarized in Table 6-2. The forecasted queues are expected to remain consistent with background conditions. As discussed during scoping conversations, the WBL at 57th Street/Duffield Avenue was noted for extra consideration. The WBL would not extend beyond the existing storage therefore no improvements are recommended at this time.

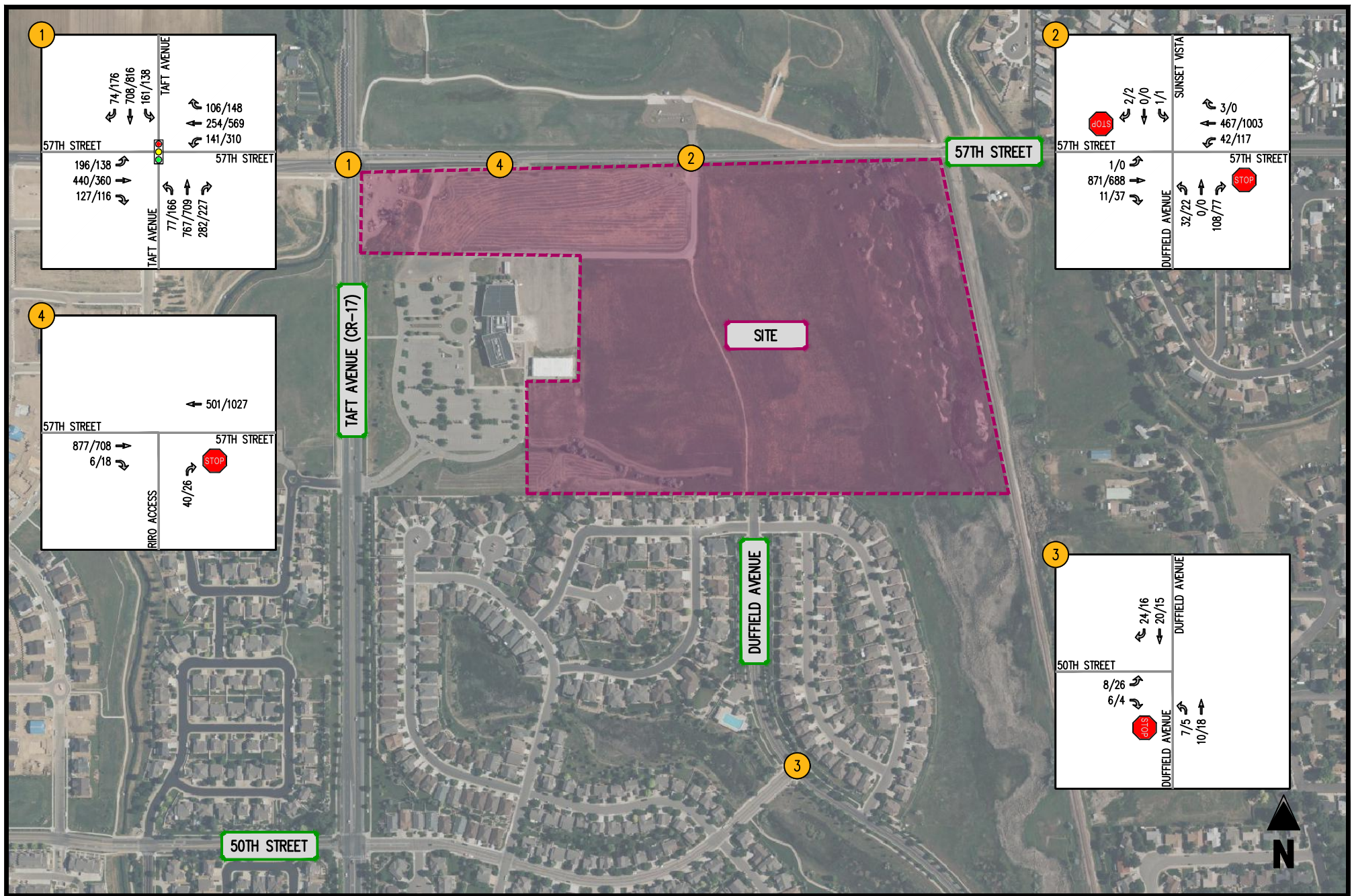


FIGURE 6-1
TOTAL FUTURE 2028 FORECASTS

LOVELAND HOUSING AUTHORITY
LOVELAND, CO

(A/A) INTERSECTION LOS
0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

← MOVEMENT
 SIGNALIZED INTERSECTION
 STOP SIGN
 YIELD SIGN



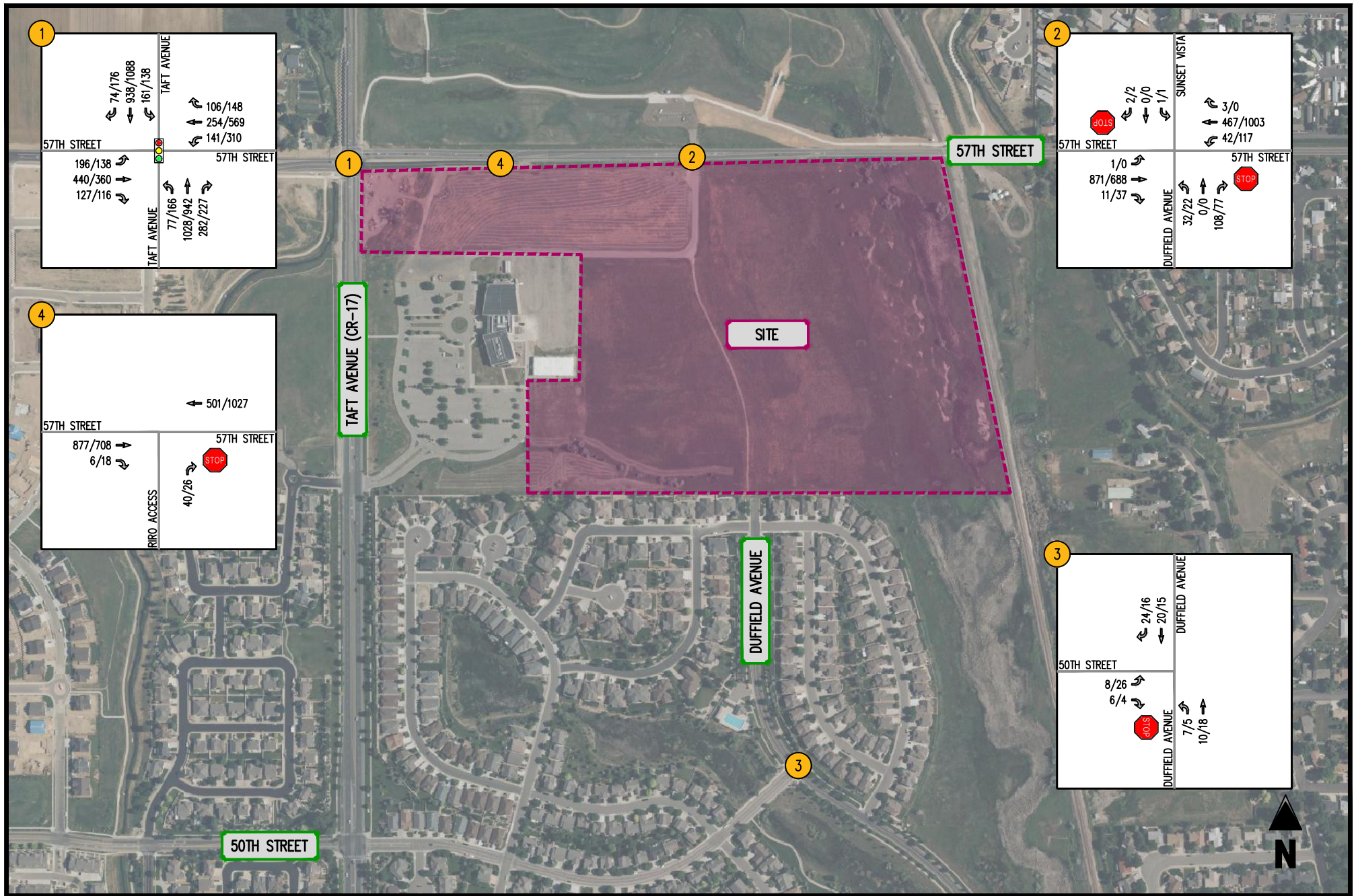


FIGURE 6-2
TOTAL FUTURE 2043 FORECASTS

LOVELAND HOUSING AUTHORITY
LOVELAND, CO

(A/A) INTERSECTION LOS
0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

← MOVEMENT
SIGNALIZED INTERSECTION
STOP SIGN
YIELD SIGN

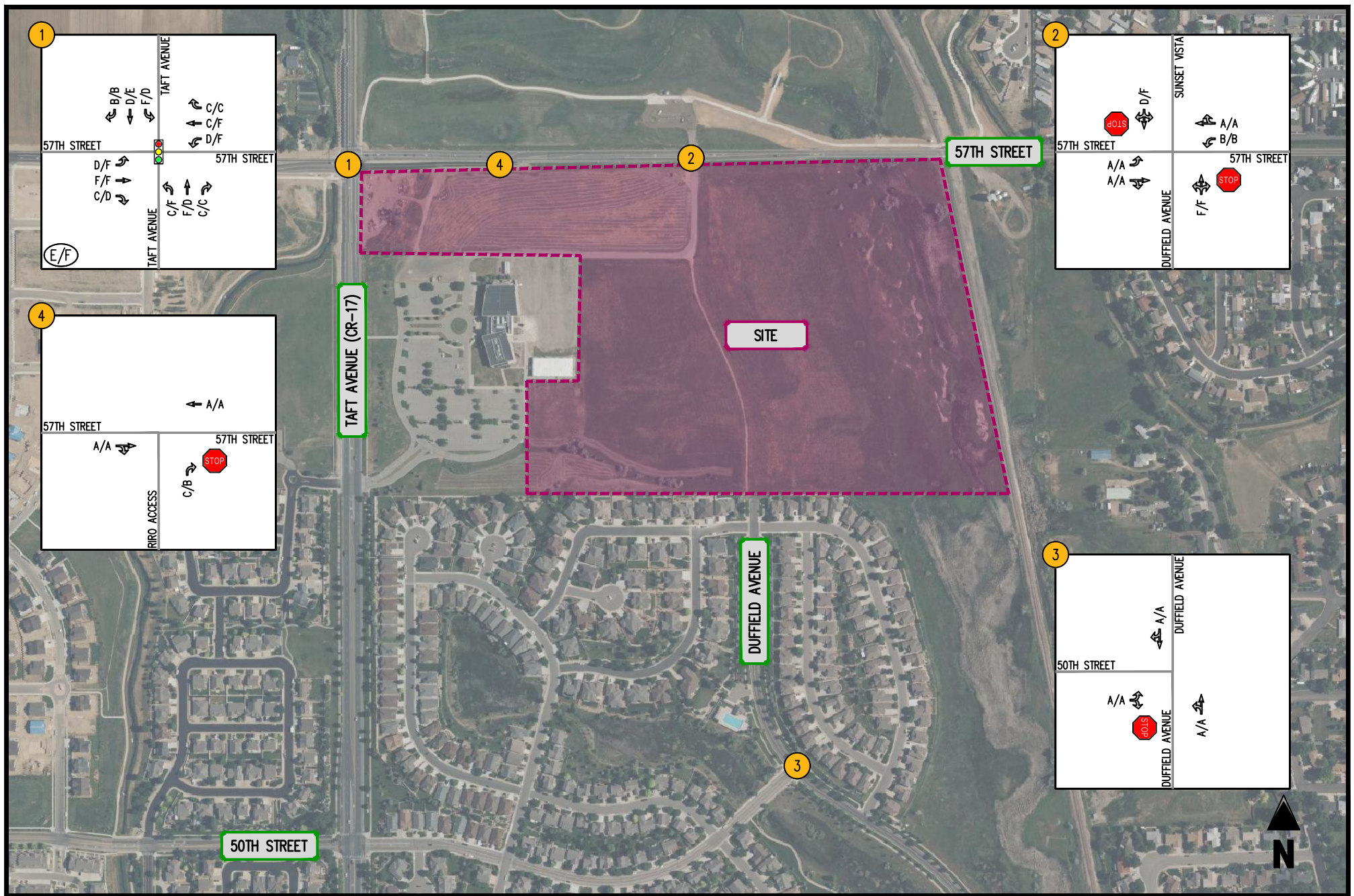


FIGURE 6-3
TOTAL FUTURE 2028 LOS

LOVELAND HOUSING AUTHORITY
LOVELAND, CO

(A/A) INTERSECTION LOS
0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

← MOVEMENT
 SIGNALIZED INTERSECTION
 STOP SIGN
 YIELD SIGN



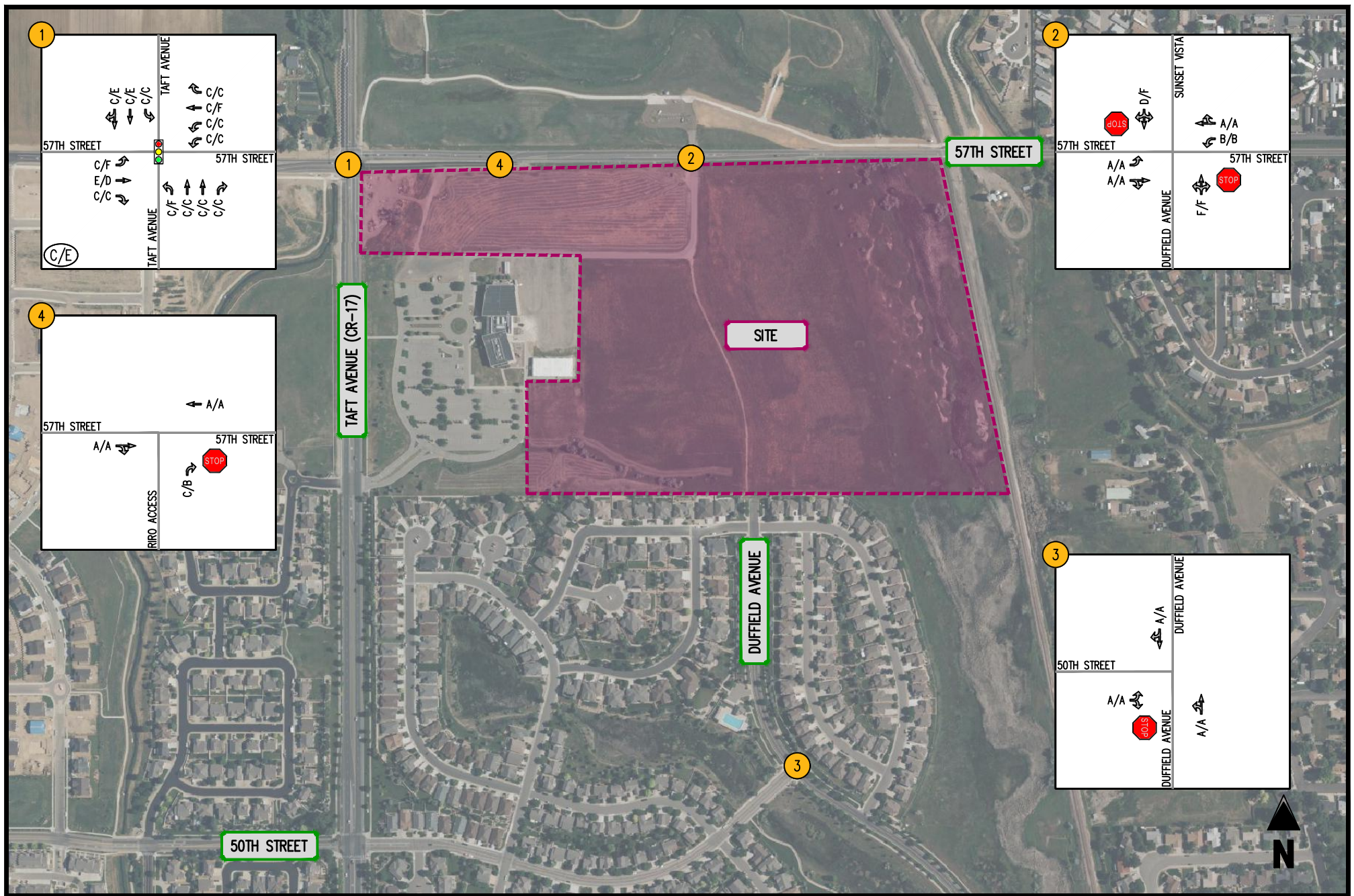


FIGURE 6-4
TOTAL FUTURE 2043 LOS

LOVELAND HOUSING AUTHORITY
LOVELAND, CO

(A/A) INTERSECTION LOS
0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

← MOVEMENT
 SIGNALIZED INTERSECTION
 STOP SIGN
 YIELD SIGN



Table 6-1
Loveland Housing Authority - Loveland, CO
Total Future Intersection Level of Service Summary (1) (2)

Intersection	Operating Condition	Street Name	Approach/ Movement	Background 2028		Background 2043		Total Future 2028		Total Future 2043	
				AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1 57th Street/Taft Avenue <											

Notes : (1) Numbers in brackets [] represent delay at unsignalized intersections in seconds per vehicle.
(2) Numbers in parenthesis () represent delay at signalized intersections in seconds per vehicle.

Table 6-2
 Loveland Housing Authority - Loveland, CO
 Total Future Intersection Queueing Summary (1)

Intersection	Operating Condition	Street Name	Approach/ Movement	Available Storage	Background 2028		Background 2043		Total Future 2028		Total Future 2043	
					AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1 57th Street/Taft Avenue <i>Intersection Improvements</i>	SIGNAL	57th Street	EBL	450	157	185	157	185	160	185	160	185
			EBT	-	555	500	555	500	560	515	560	515
			EBR	430	46	18	46	18	46	18	46	18
			WBL	550	101	402	101	402	112	421	112	421
		57th Street	WBT	-	226	772	226	772	234	781	234	781
			WBR	200	22	66	22	66	28	71	28	71
			NBL	200	50	246	50	246	50	246	50	246
			NBT	-	846	745	1240	1134	846	745	1240	1134
		Taft Avenue	NBR	-	87	57	116	64	92	60	119	76
			SBL	450	192	169	192	172	197	189	197	192
			SBT	-	745	923	1094	1374	745	923	1094	1374
			SBR	325	3	44	3	44	3	44	3	44
	SIGNAL	57th Street	EBL	450	N/A	N/A	147	191	N/A	N/A	147	191
			EBT	-	N/A	N/A	468	346	N/A	N/A	473	355
			EBR	430	N/A	N/A	42	42	N/A	N/A	42	42
			WBL	550	N/A	N/A	46	108	N/A	N/A	51	111
		57th Street	WBT	-	N/A	N/A	226	697	N/A	N/A	234	706
			WBR	200	N/A	N/A	22	61	N/A	N/A	28	65
			NBL	200	N/A	N/A	53	221	N/A	N/A	53	221
			NBT	-	N/A	N/A	466	407	N/A	N/A	466	407
		Taft Avenue	NBR	-	N/A	N/A	75	48	N/A	N/A	80	50
			SBL	450	N/A	N/A	169	111	N/A	N/A	174	132
			SBTR	-	N/A	N/A	404	683	N/A	N/A	404	683
2 57th Street/Duffield Avenue	STOP	57th Street	EBL	400	0	0	0	0	0	0	0	0
			EBTR	-	0	0	0	0	0	0	0	0
		57th Street	WBL	200	0	0	0	0	5	12.5	5	12.5
			WBTR	-	0	0	0	0	0	0	0	0
		Duffield Avenue	NBLTR	-	2.5	5	2.5	5	97.5	125	97.5	125
3 50th Street/Duffield Avenue	STOP	Duffield Avenue	SBLTR	-	0	2.5	0	2.5	2.5	5	2.5	5
			EBLR	-	0	0	0	0	0	2.5	0	2.5
			NBLT	-	0	0	0	0	0	0	0	0
			SBTR	-	0	0	0	0	0	0	0	0
4 57th Street/RIRO Access	STOP	57th Street	EBTR	-	N/A	N/A	N/A	N/A	0	0	0	0
		57th Street	WBT	-	N/A	N/A	N/A	N/A	0	0	0	0
		RIRO Access	NBR	-	N/A	N/A	N/A	N/A	12.5	5	12.5	5

Notes : (1) Queue length, in feet, is based on the 95th percentile queue as reported by Synchro, Version 11.

VII. Conclusions and Recommendations

Conclusions

Based on the results of this traffic impact study, the following may be concluded:

- Under existing traffic conditions, the intersections within the study area currently operate at overall acceptable levels of service (LOS) "D" or better during the weekday AM and PM peak hours, and queues remain within their respective storage lengths.
- Under background future 2028 and 2043 traffic conditions, without the development of the subject site, delays would increase at study intersections due to regional traffic growth and pipeline developments. The signalized intersection in the study area is expected to reach capacity with the existing lane use in study year 2028. Pipeline developments in the area are expected to improve the signalized intersection based on their impact. Proposed intersection improvements are applied for study year 2043. With these improvements, the signalized intersection in the study is expected to operate at LOS "C" during the weekday AM peak hour and LOS "E" during the weekday PM peak hour.
- In the background future 2028 and 2043 scenario, the NBL queue at the 57th Street/Taft Avenue intersection is expected to exceed its storage length during the PM peak hour due to pipeline developments.
- The proposed site development would generate, upon completion and full occupancy, 214 new weekday AM and 280 new weekday PM peak hour vehicle trips as well as 3,164 new weekday daily trips.
- Under total future 2028 and 2043 traffic conditions with development of the site, the intersections within the study area would operate consistent with background conditions with the exceptions of the stop controlled movements at the 57th Street/Duffield Avenue intersection which are shown to operate at LOS "F" under total future conditions. However, these approaches are also shown to have a volume/capacity ratio, (V/C) of less than 1.0, suggesting additional capacity available for these movements. Signal warrants are not triggered for this intersection.

Recommendations

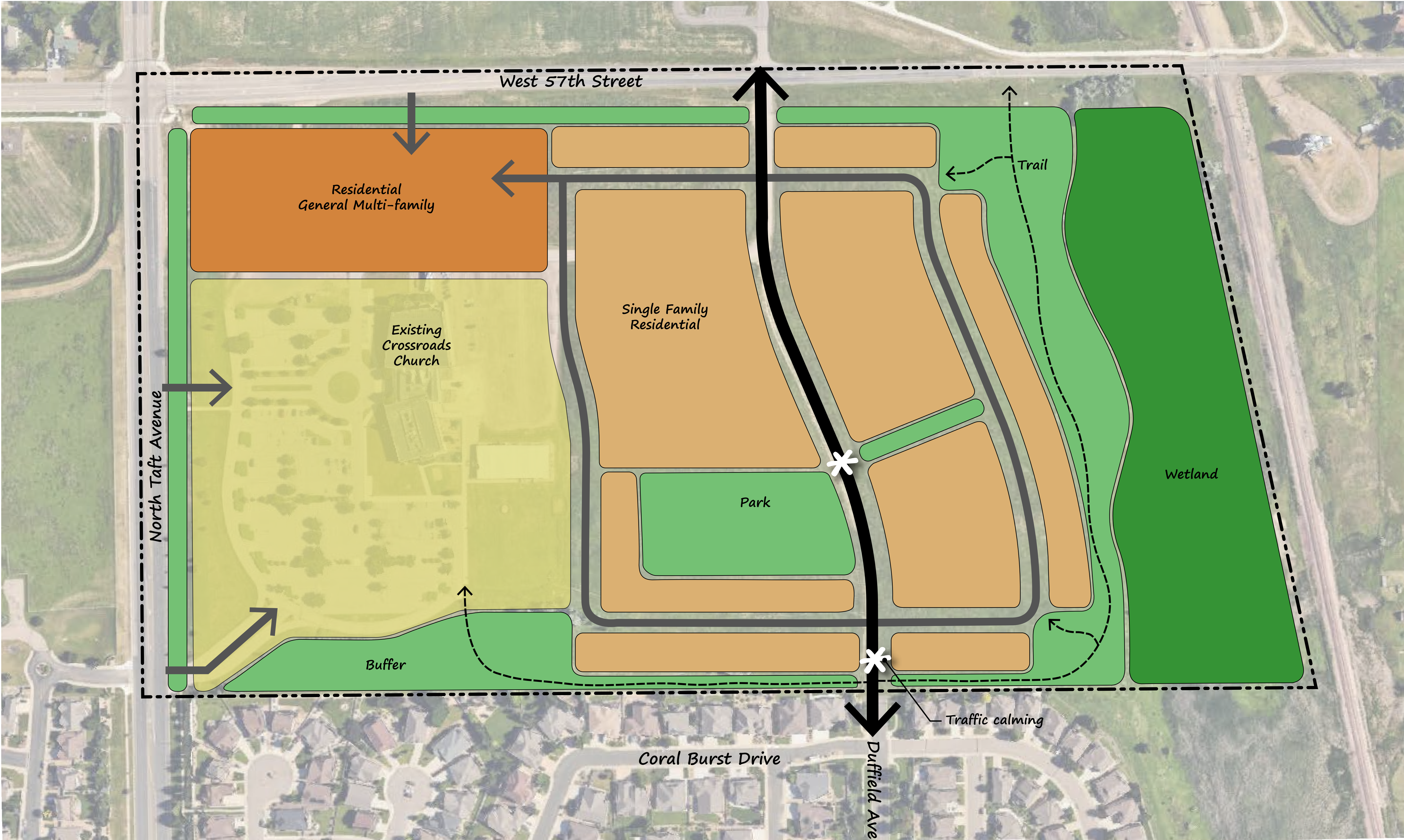
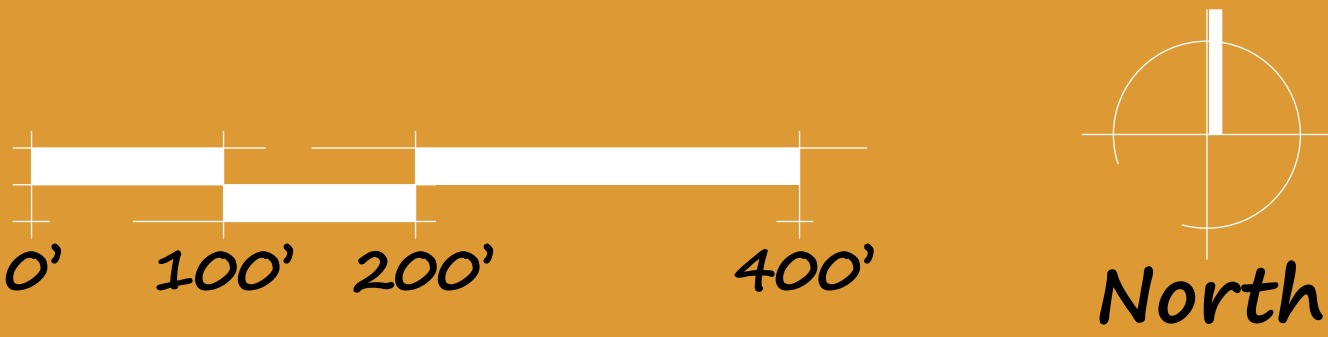
- It is recommended that the Applicant provide access consistent with the site plan contained herein.

APPENDIX A – Full Sized Conceptual Plan

Legacy Crossing PUD Concept Plan Exhibit

Loveland, Colorado

February, 2024



APPENDIX B – Base Assumptions Form

Reviewed By:
Randy Maizland
TDPP
9.21.23

Attachment A
Transportation Impact Study Base Assumptions

Project Information			
Project Name Loveland Housing Authority			
Project Location Loveland, CO			
TIS Assumptions			
Type of Study	Full: 	Intermediate:	
	MTIS:	Memo:	
Study Area Boundaries	North: 57th St	South: Site Boundary	
	East: Site Boundary	West: CR-17	
Study Years	Short Range: 2025	Long Range: 2043	
Future Traffic Growth Rate	2% per year		
Study Intersections	1. All access drives	5.	Add Duffield/50th
	2. CR-17 & 57th St	6.	Add Taft/57th
	3. 57th St & Duffield Ave	7.	
	4.	8.	
Time Period for Study	AM: 7:00-9:00	PM: 4:00-6:00	Sat Noon:
Trip Generation Rates	Trip generation calculations are attached		
Trip Adjustment Factors	Passby: N/A	Captive Market: N/A	
Overall Trip Distribution	SEE ATTACHED SKETCH		
Mode Split Assumptions			
Design Vehicle Information	SU-30 (Single Unit Truck)		
Committed Roadway Improvements	There are no committed roadway improvements at this time. The required roadway improvements will be based on the results of the traffic analysis.		
Other Traffic Studies	Several - Taft Ridge, Elkader, portions of Eagle Brook Meadows not built out, Green Valley Ranch		
Areas Requiring Special Study	Traffic Calming on Duffield at southern boundary connection to existing Safe pedestrian crossing at Duffield southern boundary/trail Roundabout at Duffield/57th intersection Safe routes to school analysis		

Date: 8/23/2023

Traffic Engineer: Max Rusch

Local Entity Engineer: _____

Table 1

Crossroads Church Development

Site Trip Generation

Land Use	Land Use Code	Amount	Units	AM Peak Hour			PM Peak Hour			Average Daily Trips
				In	Out	Total	In	Out	Total	
Single-Family Detached Housing	210	114	Homes	21	63	84	71	41	112	1138
Single-Family Attached Housing	215	68	Units	7	22	30	22	15	37	468
Multifamily Housing (Low-Rise)	220	171	Units	18	58	76	59	35	94	1170
Total Site Trips				47	143	189	152	91	243	2,775

Note(s):

(1) Trip generation based on the Institute of Transportation Engineers' Trip Generation Manual, 11th Edition



5%

5%

57th St

57th St

65%

Site

Make sure to include the access on Taft in the list of "all accesses" to be included.

25%

Taft Ave

Please add 5% distribution going south on Duffield and add Duffield/50th intersection to the list of intersections to be analyzed. Adjust east-west distribution accordingly (60% east on 57th)

Crossroads Church Development Concept 1

Loveland, Colorado

June, 2023



- Mission Homes
95' x 26.5' Lots
Count: 65
- Mission Ranch Home
95' x 43' Lots
Count: 16
- IDF Duplexes (Habitat)
100' x 77' Lots
Count: 68
- Detached Single Family
100' x 43.5' Lots
Count: 33
- Loveland Housing Authority
Appx Area: 6.3 Acres
- Open Space / Landscape
Buffering, 4 Acres
- Wetland and wetland
Setback, 13 Acres



APPENDIX C – LOS Descriptions

Level of Service for Signalized Intersections

Level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. Specifically, level-of-service (LOS) criteria are stated in terms of the average stopped delay per vehicle for a 15-min analysis period. The criteria are given in Exhibit 16-2. Delay may be measured in the field or estimated using procedures presented later in this chapter. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the v/c ratio for the lane group in question.

LOS A describes operations with very low delay, up to 10 sec per vehicle. This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.

LOS B describes operations with delay greater than 10 and up to 20 sec per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.

Exhibit 16-2. Level-of-Service Criteria for Signalized Intersections

LEVEL OF SERVICE	STOPPED DELAY PER VEHICLE (SEC)
A	≤ 10.0
B	> 10.0 and ≤ 20.0
C	> 20.0 and ≤ 35.0
D	> 35.0 and ≤ 55.0
E	> 55.0 and ≤ 80.0
F	> 80.0

LOS C describes operations with delay greater than 20 and up to 35 sec per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LOS D describes operations with delay greater than 35 and up to 55 sec per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LOS E describes operations with delay greater than 55 and up to 80 sec per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.

LOS F describes operations with delay in excess of 80 sec per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Source: Highway Capacity Manual, 2000. Transportation Research Board, National Research Council

Level of Service Criteria for Stop Sign Controlled Intersections

The level of service criteria are given in Table 17-2. As used here, control delay is defined as the total elapsed time from the time a vehicle stops at the end of the queue until the vehicle departs from the stop line; this time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in queue.

The average total delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation. . . .

Table 17-2. Level of Service Criteria for TWSC Intersections

LEVEL OF SERVICE	AVERAGE CONTROL DELAY (sec/veh)
A	≤ 10
B	$> 10 \text{ and } \leq 15$
C	$> 15 \text{ and } \leq 25$
D	$> 25 \text{ and } \leq 35$
E	$> 35 \text{ and } \leq 50$
F	> 50

Average total delay less than 10 sec/veh is defined as Level of Service (LOS) A. Follow-up times of less than 5 sec have been measured when there is no conflicting traffic for a minor street movement, so control delays of less than 10 sec/veh are appropriate for low flow conditions. To remain consistent with the AWSC intersection analysis procedure described later in this chapter, a total delay of 50 sec/veh is assumed as the break point between LOS E and F.

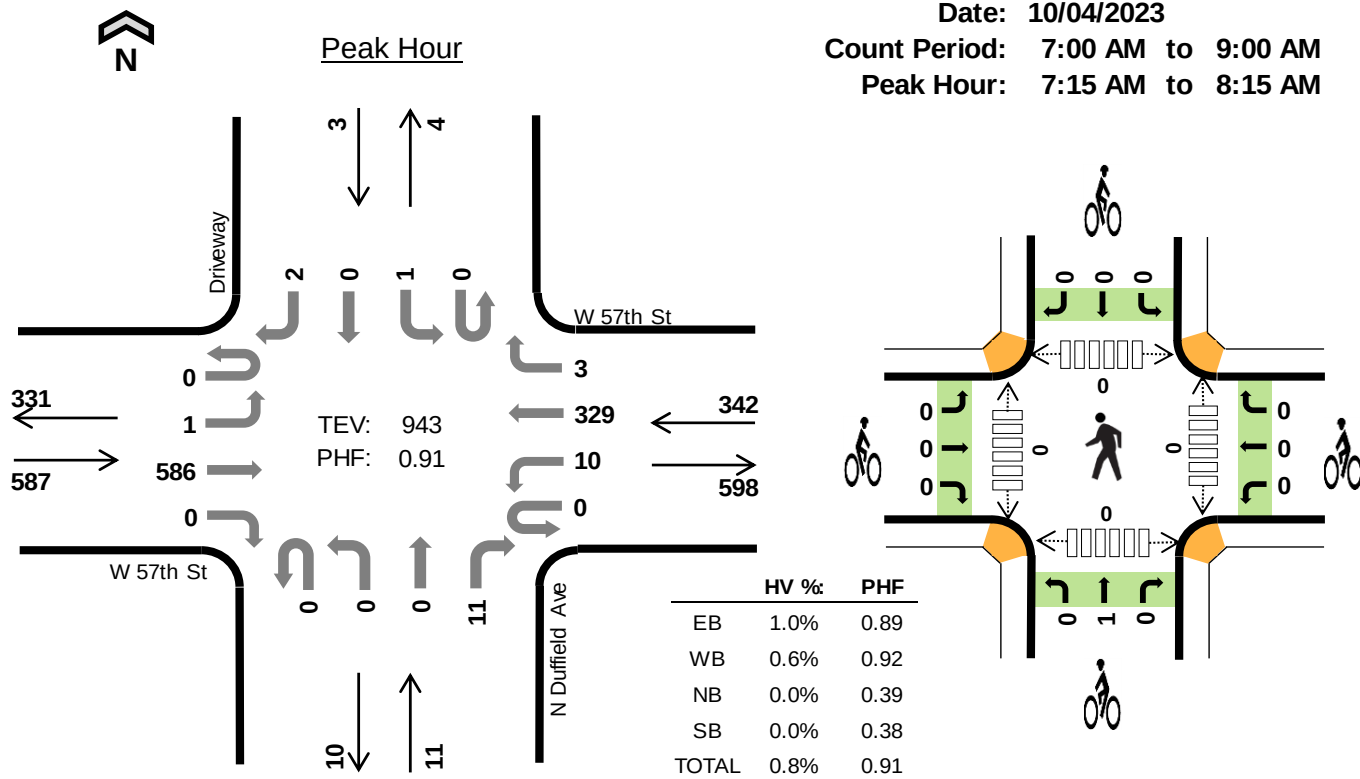
The proposed level of service criteria for TWSC intersections are somewhat different from the criteria used in Chapter 16 for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from different kinds of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an unsignalized intersection. Additionally, several driver behavior considerations combine to make delays at signalized intersections less onerous than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, where drivers on the minor approaches to unsignalized intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized than signalized intersections. For these reasons, it is considered that the total delay threshold for any given level of service is less for an unsignalized intersection than for a signalized intersection. . . .

LOS F exists when there are insufficient gaps of suitable size to allow a side street demand to cross safely through a major street traffic stream. This level of service is generally evident from extremely long total delays experienced by side street traffic and by queueing on the minor approaches. The method, however, is based on a constant critical gap size - that is, the critical gap remains constant, no matter how long the side street motorist waits. LOS F may also appear in the form of side street vehicles' selecting smaller-than-usual gaps. In such cases, safety may be a problem and some disruption to the major traffic stream may result. It is important to note that LOS F may not always result in long queues but may result in adjustments to normal gap acceptance behavior. The latter is more difficult to observe on the field than queueing, which is more obvious.

Source: Highway Capacity Manual, 2000. Transportation Research Board, National Research Council

APPENDIX D – Traffic Counts

N Duffield Ave W 57th St



Count Summaries

Interval Start		W 57th St				W 57th St				N Duffield Ave				Driveway				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	101	0	0	0	58	0	0	0	0	0	0	0	0	0	159	0
7:15 AM		0	0	141	0	0	3	74	1	0	0	0	1	0	0	0	1	221	0
7:30 AM		0	0	160	0	0	5	87	1	0	0	0	7	0	0	0	0	260	0
7:45 AM		0	1	163	0	0	0	83	1	0	0	0	1	0	1	0	1	251	891
8:00 AM		0	0	122	0	0	2	85	0	0	0	0	2	0	0	0	0	211	943
8:15 AM		0	1	117	0	0	3	76	1	0	2	0	3	0	0	0	2	205	927
8:30 AM		0	1	129	0	0	1	98	2	0	0	0	1	0	2	0	1	235	902
8:45 AM		0	1	120	1	0	0	84	1	0	0	0	2	0	0	0	2	211	862
Count Total		0	4	1,053	1	0	14	645	7	0	2	0	17	0	3	0	7	1,753	0
Peak Hour	All	0	1	586	0	0	10	329	3	0	0	0	11	0	1	0	2	943	0
	HV	0	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	8	0
	HV%	-	0%	1%	-	-	0%	1%	0%	-	-	-	0%	-	0%	-	0%	1%	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
7:15 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	1	0	0	2	0	0	1	0	1	0	0	0	0	0
8:15 AM	3	2	0	0	5	0	0	0	0	0	0	2	0	0	2
8:30 AM	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0
8:45 AM	4	1	0	0	5	0	0	0	0	0	0	2	0	0	2
Count Total	16	7	0	0	23	0	0	2	0	2	0	4	0	0	4
Peak Hour	6	2	0	0	8	0	0	1	0	1	0	0	0	0	0

Count Summaries - Heavy Vehicles

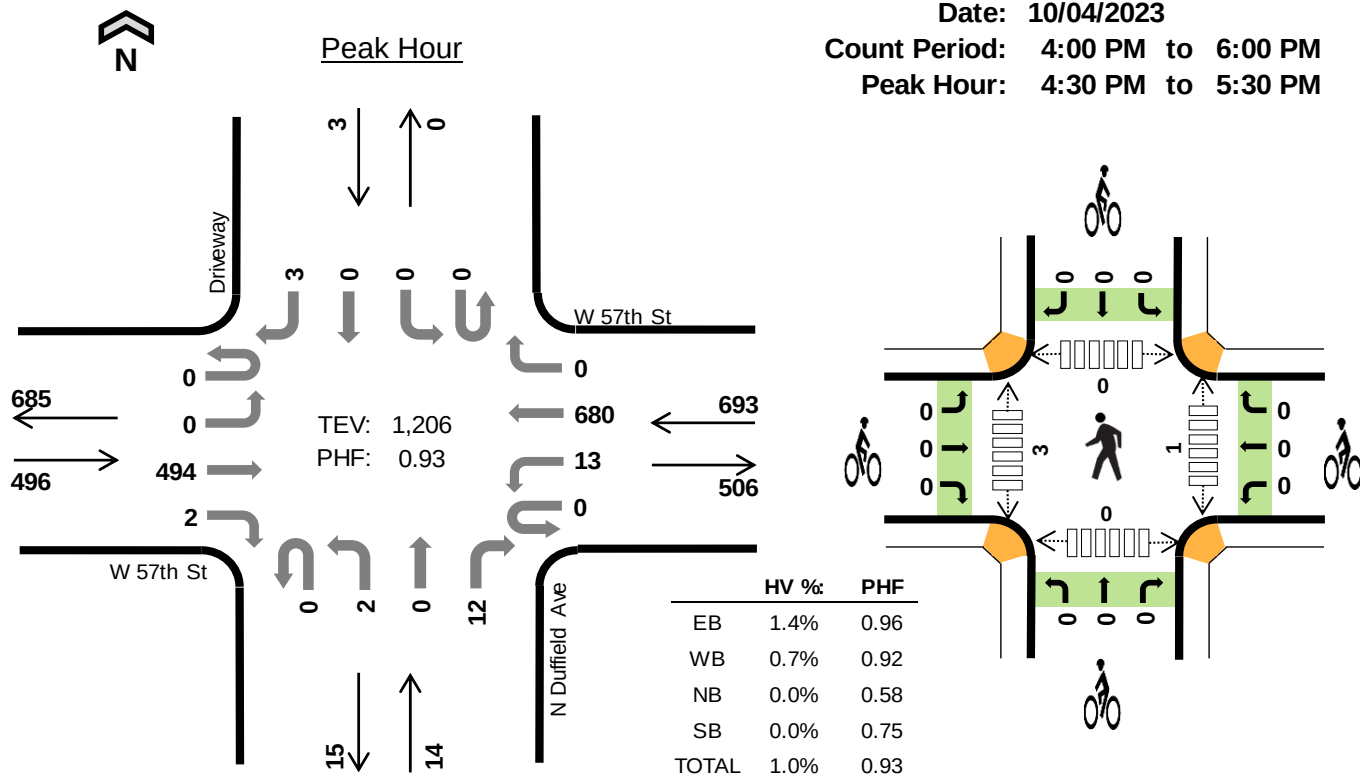
Interval Start	W 57th St				W 57th St				N Duffield Ave				Driveway				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6
8:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	8
8:15 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	11
8:30 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	15
8:45 AM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5	17
Count Total	0	0	16	0	0	0	7	0	0	0	0	0	0	0	0	0	23	0
Peak Hour	0	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	8	0

Count Summaries - Bikes

Interval Start	W 57th St			W 57th St			N Duffield Ave			Driveway			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	2	0	0	0	0	2	0
Peak Hour	0	0	0	0	0	0	0	1	0	0	0	0	1	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Duffield Ave W 57th St



Count Summaries

Interval Start		W 57th St				W 57th St				N Duffield Ave				Driveway				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	1	118	0	0	1	151	0	0	0	0	1	0	0	0	0	272	0
4:15 PM		0	1	161	1	0	2	134	1	0	0	0	1	0	0	0	2	303	0
4:30 PM		0	0	126	1	0	1	149	0	0	1	0	2	0	0	0	1	281	0
4:45 PM		0	0	114	0	0	2	183	0	0	1	0	1	0	0	0	0	301	1,157
5:00 PM		0	0	126	0	0	3	167	0	0	0	0	3	0	0	0	1	300	1,185
5:15 PM		0	0	128	1	0	7	181	0	0	0	0	6	0	0	0	1	324	1,206
5:30 PM		0	0	114	1	0	0	158	0	0	0	0	4	0	1	0	0	278	1,203
5:45 PM		0	0	96	3	0	7	139	2	0	0	0	2	0	1	0	2	252	1,154
Count Total		0	2	983	7	0	23	1,262	3	0	2	0	20	0	2	0	7	2,311	0
Peak Hour	All	0	0	494	2	0	13	680	0	0	2	0	12	0	0	0	3	1,206	0
	HV	0	0	7	0	0	0	5	0	0	0	0	0	0	0	0	0	12	0
	HV%	-	-	1%	0%	-	0%	1%	-	-	0%	-	0%	-	-	-	0%	1%	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0
4:15 PM	8	2	0	0	10	0	0	0	0	0	0	0	0	0	0
4:30 PM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1
4:45 PM	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2
5:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
5:15 PM	3	2	0	0	5	0	0	0	0	0	0	1	0	0	1
5:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
5:45 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
Count Total	21	11	0	0	32	0	0	0	0	0	1	3	0	0	4
Peak Hour	7	5	0	0	12	0	0	0	0	0	1	3	0	0	4

Count Summaries - Heavy Vehicles

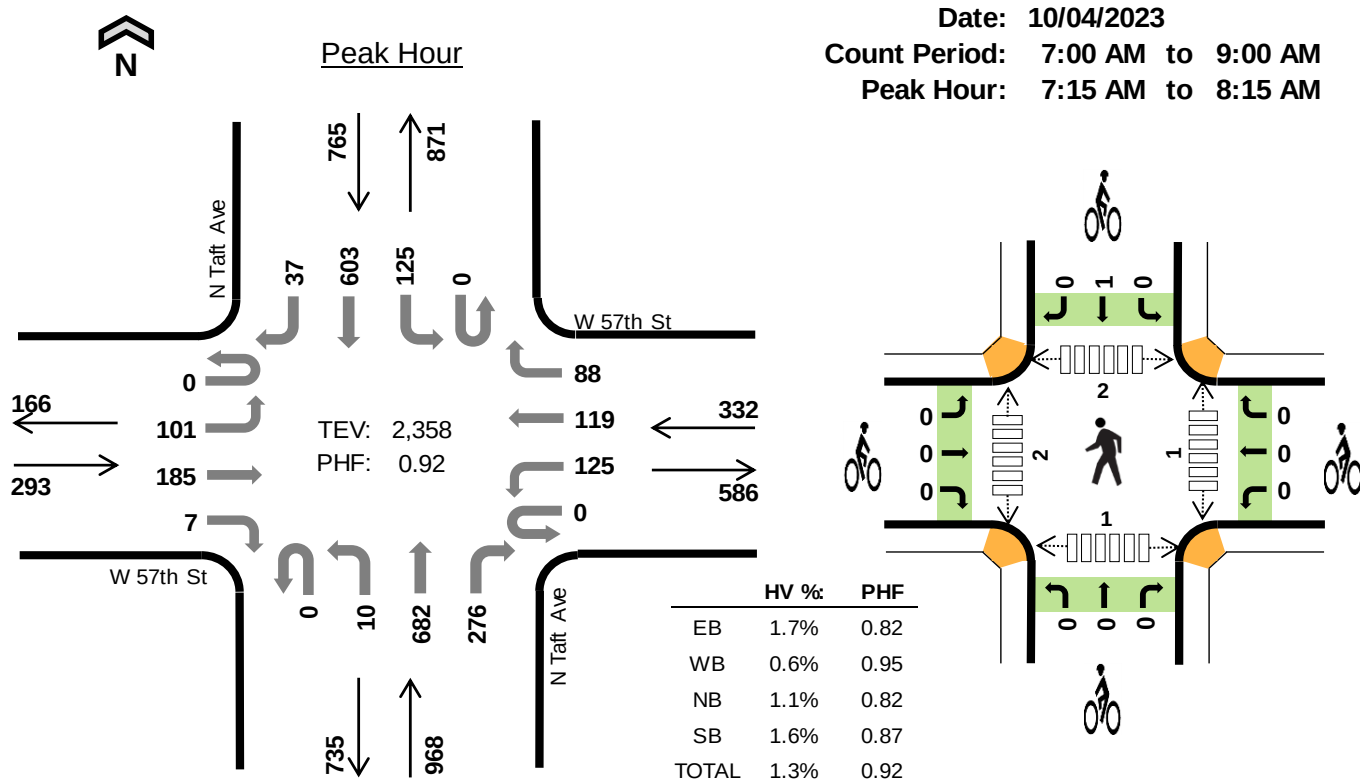
Interval Start	W 57th St				W 57th St				N Duffield Ave				Driveway				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	0
4:15 PM	0	0	8	0	0	0	2	0	0	0	0	0	0	0	0	0	10	0
4:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	19
5:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	17
5:15 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	12
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	12
5:45 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	13
Count Total	0	0	21	0	0	0	11	0	0	0	0	0	0	0	0	0	32	0
Peak Hour	0	0	7	0	0	0	5	0	0	0	0	0	0	0	0	0	12	0

Count Summaries - Bikes

Interval Start	W 57th St			W 57th St			N Duffield Ave			Driveway			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Taft Ave W 57th St



Count Summaries

Interval Start		W 57th St				W 57th St				N Taft Ave				N Taft Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	16	45	4	0	20	20	15	0	1	128	46	0	10	116	6	427	0
7:15 AM		0	22	43	0	0	26	26	23	0	2	183	73	0	24	163	4	589	0
7:30 AM		0	38	50	1	0	33	25	29	0	3	207	84	0	27	141	6	644	0
7:45 AM		0	18	55	3	0	32	40	15	0	3	155	71	0	42	166	12	612	2,272
8:00 AM		0	23	37	3	0	34	28	21	0	2	137	48	0	32	133	15	513	2,358
8:15 AM		0	29	36	1	0	33	26	22	0	0	144	51	0	33	147	10	532	2,301
8:30 AM		0	23	48	5	0	32	38	28	0	2	181	60	0	21	135	9	582	2,239
8:45 AM		0	11	38	4	0	34	32	21	0	2	136	48	0	38	129	16	509	2,136
Count Total		0	180	352	21	0	244	235	174	0	15	1,271	481	0	227	1,130	78	4,408	0
Peak Hour	All	0	101	185	7	0	125	119	88	0	10	682	276	0	125	603	37	2,358	0
	HV	0	2	2	1	0	1	0	1	0	0	7	4	0	0	12	0	30	0
	HV%	-	2%	1%	14%	-	1%	0%	1%	-	0%	1%	1%	-	0%	2%	0%	1%	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	3	3	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	1	1	4	7	0	0	0	0	0	0	1	1	0	2
7:45 AM	2	0	4	4	10	0	0	0	1	1	0	1	0	0	1
8:00 AM	2	1	3	2	8	0	0	0	0	0	1	0	1	1	3
8:15 AM	0	2	7	1	10	0	0	0	1	1	1	1	1	1	4
8:30 AM	1	2	2	6	11	0	0	0	1	1	1	0	0	1	2
8:45 AM	2	1	2	4	9	0	0	0	0	0	1	0	0	1	2
Count Total	8	7	22	26	63	0	0	0	3	3	4	4	3	4	15
Peak Hour	5	2	11	12	30	0	0	0	1	1	1	2	2	1	6

Count Summaries - Heavy Vehicles

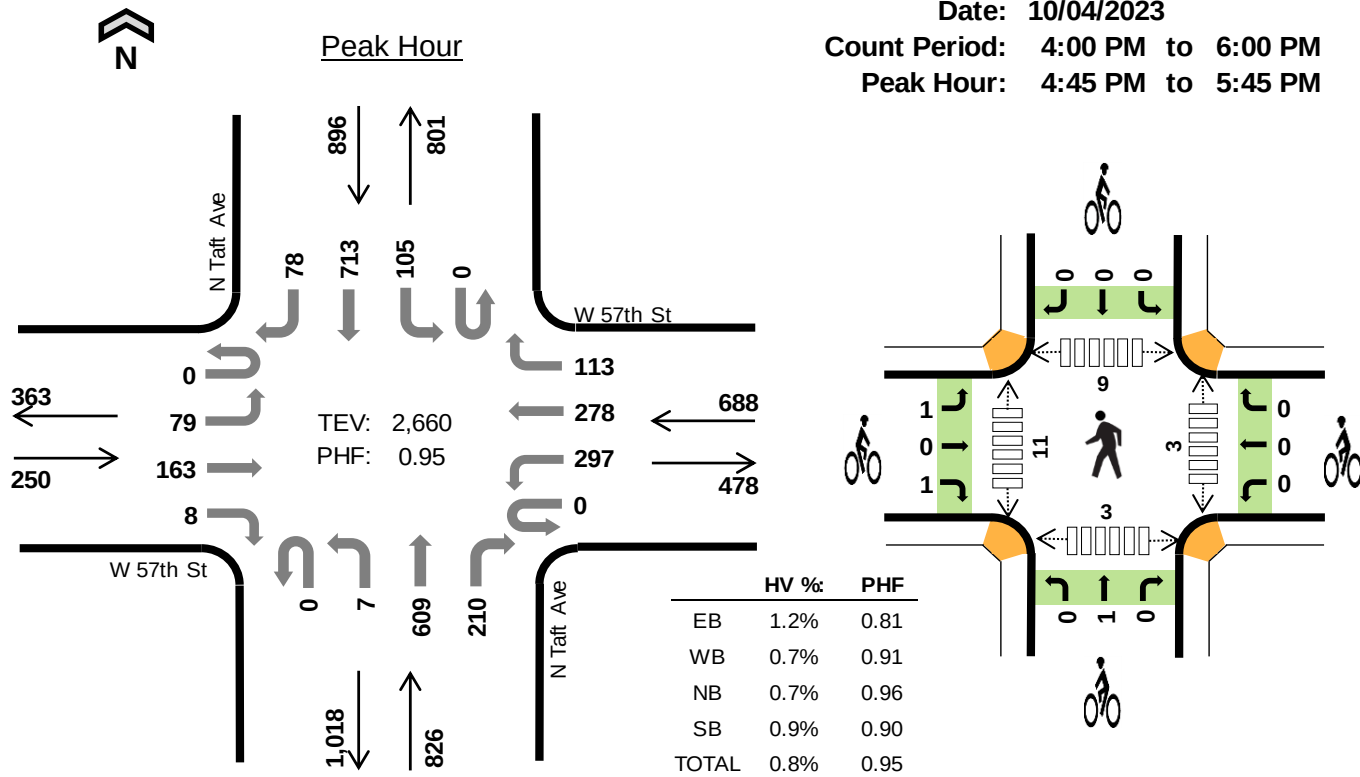
Interval Start	W 57th St				W 57th St				N Taft Ave				N Taft Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	2	0	5	0
7:30 AM	0	1	0	0	0	1	0	0	0	0	1	0	0	0	4	0	7	0
7:45 AM	0	0	1	1	0	0	0	0	0	0	2	2	0	0	4	0	10	25
8:00 AM	0	1	1	0	0	0	0	1	0	0	3	0	0	0	2	0	8	30
8:15 AM	0	0	0	0	0	0	1	1	0	0	3	4	0	0	1	0	10	35
8:30 AM	0	0	1	0	0	0	1	1	0	0	2	0	0	1	4	1	11	39
8:45 AM	0	0	2	0	0	0	1	0	0	0	1	1	0	1	3	0	9	38
Count Total	0	2	5	1	0	1	3	3	0	0	13	9	0	2	22	2	63	0
Peak Hour	0	2	2	1	0	1	0	1	0	0	7	4	0	0	12	0	30	0

Count Summaries - Bikes

Interval Start	W 57th St			W 57th St			N Taft Ave			N Taft Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	0	0	0	0	0	0	0	3	0	3	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	1	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Taft Ave W 57th St



Count Summaries

Interval Start		W 57th St				W 57th St				N Taft Ave				N Taft Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	9	36	0	0	74	58	19	0	5	144	54	0	31	171	19	620	0
4:15 PM		0	16	51	2	0	57	55	22	0	6	129	79	0	35	160	18	630	0
4:30 PM		0	15	43	4	0	64	71	18	0	5	159	63	0	24	182	14	662	0
4:45 PM		0	13	33	3	0	82	63	30	0	2	156	46	0	30	170	9	637	2,549
5:00 PM		0	26	47	1	0	62	70	25	0	1	146	57	0	25	182	11	653	2,582
5:15 PM		0	23	52	2	0	74	80	34	0	3	158	55	0	15	178	26	700	2,652
5:30 PM		0	17	31	2	0	79	65	24	0	1	149	52	0	35	183	32	670	2,660
5:45 PM		0	7	26	2	0	55	64	24	0	2	148	46	0	27	160	20	581	2,604
Count Total		0	126	319	16	0	547	526	196	0	25	1,189	452	0	222	1,386	149	5,153	0
Peak Hour	All	0	79	163	8	0	297	278	113	0	7	609	210	0	105	713	78	2,660	0
	HV	0	0	3	0	0	2	3	0	0	0	3	3	0	0	7	1	22	0
	HV%	-	0%	2%	0%	-	1%	1%	0%	-	0%	0%	1%	-	0%	1%	1%	1%	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	3	2	3	9	0	0	0	0	0	0	0	0	0	0
4:15 PM	4	1	8	2	15	0	0	0	0	0	0	0	3	3	6
4:30 PM	1	2	2	5	10	0	0	1	0	1	0	1	2	0	3
4:45 PM	1	1	1	2	5	0	0	0	0	0	0	4	1	0	5
5:00 PM	0	1	2	2	5	0	0	1	0	1	0	1	2	2	5
5:15 PM	2	2	2	3	9	2	0	0	0	2	1	1	1	1	4
5:30 PM	0	1	1	1	3	0	0	0	0	0	2	5	5	0	12
5:45 PM	1	0	3	3	7	0	0	0	0	0	0	0	0	0	0
Count Total	10	11	21	21	63	2	0	2	0	4	3	12	14	6	35
Peak Hour	3	5	6	8	22	2	0	1	0	3	3	11	9	3	26

Count Summaries - Heavy Vehicles

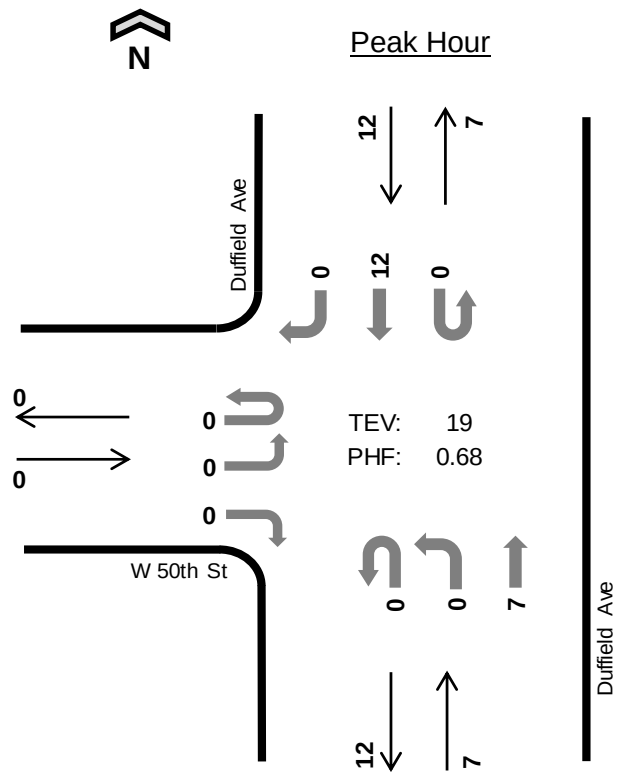
Interval Start	W 57th St				W 57th St				N Taft Ave				N Taft Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	1	2	0	0	0	2	0	0	0	2	1	9	0
4:15 PM	0	2	2	0	0	1	0	0	0	0	2	6	0	0	2	0	15	0
4:30 PM	0	0	1	0	0	0	1	1	0	0	2	0	0	1	4	0	10	0
4:45 PM	0	0	1	0	0	0	1	0	0	0	1	0	0	0	2	0	5	39
5:00 PM	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	1	5	35
5:15 PM	0	0	2	0	0	1	1	0	0	0	1	1	0	0	3	0	9	29
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	3	22
5:45 PM	0	0	1	0	0	0	0	0	0	0	1	2	0	1	2	0	7	24
Count Total	0	2	8	0	0	4	6	1	0	0	10	11	0	2	17	2	63	0
Peak Hour	0	0	3	0	0	2	3	0	0	0	3	3	0	0	7	1	22	0

Count Summaries - Bikes

Interval Start	W 57th St			W 57th St			N Taft Ave			N Taft Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	2
5:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	2	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	1	0	1	0	0	0	0	2	0	0	0	0	4	0
Peak Hour	1	0	1	0	0	0	0	1	0	0	0	0	3	0

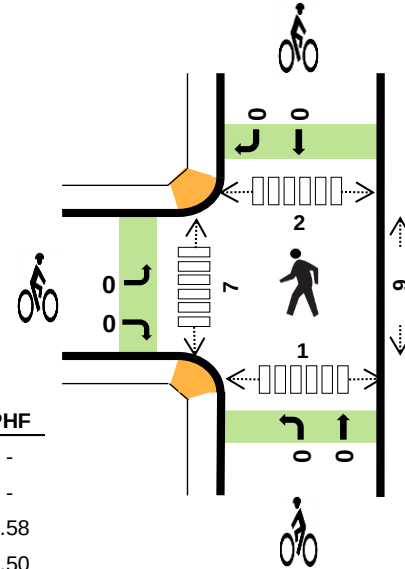
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Duffield Ave W 50th St



Date: 10/04/2023
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM

	HV %	PHF
EB	-	-
WB	-	-
NB	0.0%	0.58
SB	0.0%	0.50
TOTAL	0.0%	0.68



Count Summaries

Interval Start		W 50th St				N/A				Duffield Ave				Duffield Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
7:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
7:45 AM		0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	9
8:00 AM		0	0	0	0	0	0	0	0	0	0	1	0	0	0	6	0	7	15
8:15 AM		0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	17
8:30 AM		0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	19
8:45 AM		0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	19
Count Total		0	0	0	0	0	0	0	0	0	0	10	0	0	0	18	0	28	0
Peak Hour	All	0	0	0	0	0	0	0	0	0	0	7	0	0	0	12	0	19	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	0%	-	0%	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	1	0	1	1	4	0	0	5
7:15 AM	0	0	0	0	0	0	0	0	0	0	4	1	0	0	5
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	2	1	0	5
8:15 AM	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	3	3	1	1	8
8:45 AM	0	0	0	0	0	0	0	0	0	0	5	4	0	0	9
Count Total	0	0	0	0	0	0	0	1	0	1	21	18	2	1	42
Peak Hr	0	0	0	0	0	0	0	0	0	0	9	7	2	1	19

Count Summaries - Heavy Vehicles

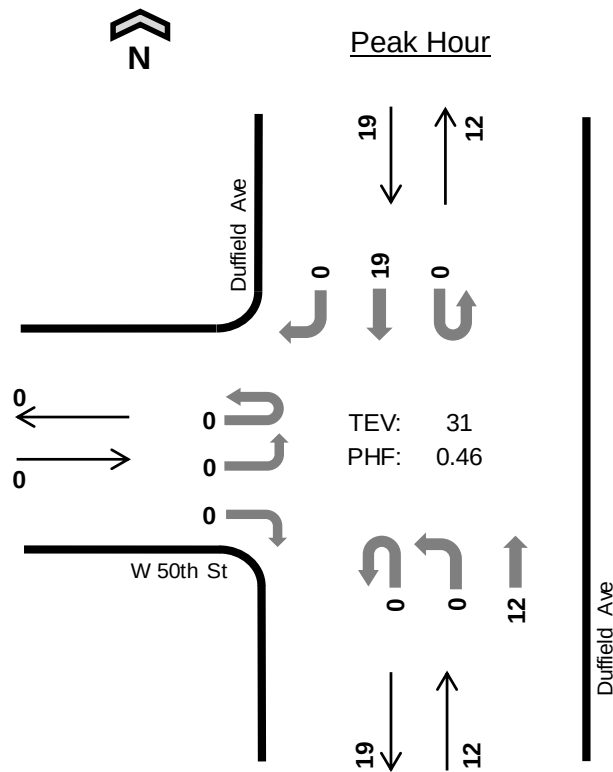
Interval Start	W 50th St				N/A				Duffield Ave				Duffield Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Count Summaries - Bikes

Interval Start	W 50th St			N/A			Duffield Ave			Duffield Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	1	0	0	0	0	1	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

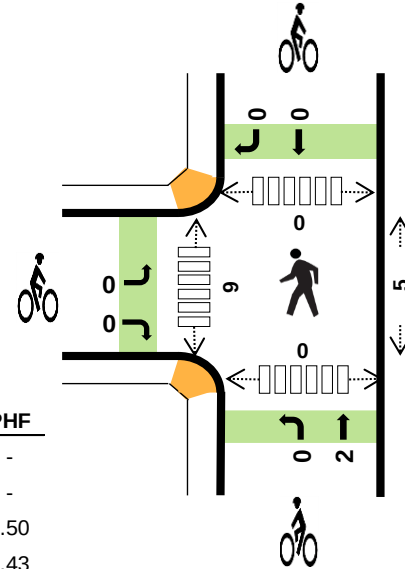
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Duffield Ave W 50th St



Date: 10/04/2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

	HV %	PHF
EB	-	-
WB	-	-
NB	0.0%	0.50
SB	0.0%	0.43
TOTAL	0.0%	0.46



Count Summaries

Interval Start		W 50th St				N/A				Duffield Ave				Duffield Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	6	0
4:15 PM		0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	0
4:30 PM		0	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	10	0
4:45 PM		0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	26
5:00 PM		0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	22
5:15 PM		0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	21
5:30 PM		0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	8	19
5:45 PM		0	0	0	0	0	0	0	0	0	0	6	0	0	0	11	0	17	31
Count Total		0	0	0	0	0	0	0	0	0	0	28	0	0	0	29	0	57	0
Peak Hour	All	0	0	0	0	0	0	0	0	0	0	12	0	0	0	19	0	31	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	0%	-	0%	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3
4:30 PM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	2	0	2	3	4	0	0	7
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
Count Total	0	0	0	0	0	0	0	3	0	3	10	20	0	0	30
Peak Hr	0	0	0	0	0	0	0	2	0	2	5	9	0	0	14

Count Summaries - Heavy Vehicles

Interval Start	W 50th St				N/A				Duffield Ave				Duffield Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Count Summaries - Bikes

Interval Start	W 50th St			N/A			Duffield Ave			Duffield Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	0	0	0	0	3	0	0	0	0	3	0
Peak Hour	0	0	0	0	0	0	0	2	0	0	0	0	2	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

APPENDIX E – Existing Synchro Outputs

Timings

1: TAFT AVENUE & 57TH STREET

10/17/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	185	7	125	119	88	10	684	277	125	603	37
Future Volume (vph)	101	185	7	125	119	88	10	684	277	125	603	37
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	10.0	26.0	26.0	10.0	32.0	32.0	10.0	30.0	30.0	10.0	34.0	34.0
Total Split (s)	10.0	28.0	28.0	15.0	33.0	33.0	10.0	46.0	46.0	11.0	47.0	47.0
Total Split (%)	10.0%	28.0%	28.0%	15.0%	33.0%	33.0%	10.0%	46.0%	46.0%	11.0%	47.0%	47.0%
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)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	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 Lost Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
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
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	22.7	16.7	16.7	31.6	21.1	21.1	50.1	43.6	43.6	57.1	54.9	54.9
Actuated g/C Ratio	0.23	0.17	0.17	0.32	0.21	0.21	0.50	0.44	0.44	0.57	0.55	0.55
v/c Ratio	0.38	0.70	0.02	0.45	0.33	0.22	0.04	0.99	0.39	0.65	0.68	0.05
Control Delay	29.0	51.1	0.1	28.6	34.4	2.7	11.4	60.3	6.0	32.1	23.0	0.1
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	29.0	51.1	0.1	28.6	34.4	2.7	11.4	60.3	6.0	32.1	23.0	0.1
LOS	C	D	A	C	C	A	B	E	A	C	C	A
Approach Delay		42.3			23.8			44.3			23.4	
Approach LOS		D			C			D			C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 4 (4%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 34.6

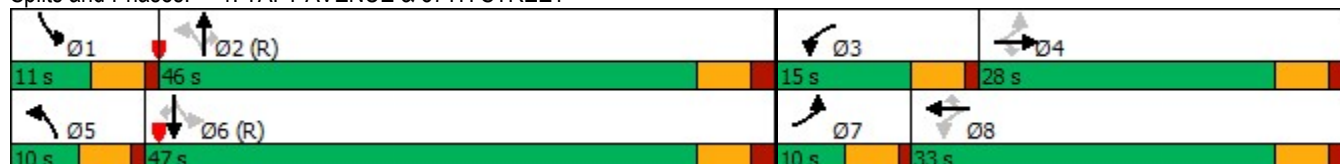
Intersection LOS: C

Intersection Capacity Utilization 77.9%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: TAFT AVENUE & 57TH STREET



Queues

1: TAFT AVENUE & 57TH STREET

10/17/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	119	218	8	136	129	96	12	805	326	144	693	43
v/c Ratio	0.38	0.70	0.02	0.45	0.33	0.22	0.04	0.99	0.39	0.65	0.68	0.05
Control Delay	29.0	51.1	0.1	28.6	34.4	2.7	11.4	60.3	6.0	32.1	23.0	0.1
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	29.0	51.1	0.1	28.6	34.4	2.7	11.4	60.3	6.0	32.1	23.0	0.1
Queue Length 50th (ft)	54	132	0	63	70	0	3	~567	23	40	291	0
Queue Length 95th (ft)	84	185	0	101	114	15	12	#733	68	#147	#596	0
Internal Link Dist (ft)		956			1269			1182			652	
Turn Bay Length (ft)	450		430	550		200	200			450		325
Base Capacity (vph)	310	409	459	313	503	531	298	811	840	221	1022	932
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.53	0.02	0.43	0.26	0.18	0.04	0.99	0.39	0.65	0.68	0.05

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: TAFT AVENUE & 57TH STREET

10/17/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	185	7	125	119	88	10	684	277	125	603	37
Future Volume (veh/h)	101	185	7	125	119	88	10	684	277	125	603	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	119	218	8	136	129	96	12	805	326	144	693	43
Peak Hour Factor	0.85	0.85	0.85	0.92	0.92	0.92	0.85	0.85	0.85	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	262	222	250	323	274	295	936	793	234	1016	861
Arrive On Green	0.05	0.14	0.14	0.08	0.17	0.17	0.01	0.50	0.50	0.06	0.54	0.54
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	119	218	8	136	129	96	12	805	326	144	693	43
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	5.0	11.3	0.4	6.4	6.1	5.3	0.3	37.8	12.9	3.8	26.9	1.3
Cycle Q Clear(g_c), s	5.0	11.3	0.4	6.4	6.1	5.3	0.3	37.8	12.9	3.8	26.9	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	290	262	222	250	323	274	295	936	793	234	1016	861
V/C Ratio(X)	0.41	0.83	0.04	0.54	0.40	0.35	0.04	0.86	0.41	0.61	0.68	0.05
Avail Cap(c_a), veh/h	290	411	349	281	505	428	359	936	793	240	1016	861
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	41.8	37.1	33.2	36.7	36.4	14.5	21.9	15.7	20.6	16.6	10.7
Incr Delay (d2), s/veh	0.9	8.0	0.1	1.8	0.8	0.8	0.1	10.2	1.6	4.5	3.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	5.6	0.2	2.8	2.8	2.1	0.1	17.3	4.7	1.8	11.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.5	49.8	37.2	35.1	37.5	37.2	14.5	32.1	17.3	25.1	20.3	10.8
LnGrp LOS	D	D	D	D	D	D	B	C	B	C	C	B
Approach Vol, veh/h	345		361				1143		880			
Approach Delay, s/veh	44.9		36.5				27.7		20.6			
Approach LOS	D		D				C		C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	56.0	13.3	20.0	6.4	60.3	10.0	23.3				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	6.0	40.0	10.0	22.0	5.0	41.0	5.0	27.0				
Max Q Clear Time (g_c+l1), s	5.8	39.8	8.4	13.3	2.3	28.9	7.0	8.1				
Green Ext Time (p_c), s	0.0	0.2	0.0	0.7	0.0	3.5	0.0	0.8				

Intersection Summary

HCM 6th Ctrl Delay	28.8
HCM 6th LOS	C

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	586	0	10	330	3	0	0	11	1	0	2
Future Vol, veh/h	1	586	0	10	330	3	0	0	11	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	400	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	92	92	92	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	658	0	11	359	3	0	0	13	1	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	362	0	0	658	0	0	1044	1044	658	1050	1043	361
Stage 1	-	-	-	-	-	-	660	660	-	383	383	-
Stage 2	-	-	-	-	-	-	384	384	-	667	660	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1197	-	-	930	-	-	207	229	464	205	229	684
Stage 1	-	-	-	-	-	-	452	460	-	640	612	-
Stage 2	-	-	-	-	-	-	639	611	-	448	460	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1197	-	-	930	-	-	204	226	464	197	226	684
Mov Cap-2 Maneuver	-	-	-	-	-	-	204	226	-	197	226	-
Stage 1	-	-	-	-	-	-	452	460	-	639	605	-
Stage 2	-	-	-	-	-	-	629	604	-	435	460	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	13	14.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	464	1197	-	-	930	-	-	375
HCM Lane V/C Ratio	0.028	0.001	-	-	0.012	-	-	0.009
HCM Control Delay (s)	13	8	-	-	8.9	-	-	14.7
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

HCM 6th TWSC
3: DUFFIELD AVENUE & 50TH STREET

10/17/2023

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	7	12	0
Future Vol, veh/h	0	0	0	7	12	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	8	14	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	22	14	14
Stage 1	14	-	-
Stage 2	8	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	995	1066	1604
Stage 1	1009	-	-
Stage 2	1015	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	995	1066	1604
Mov Cap-2 Maneuver	995	-	-
Stage 1	1009	-	-
Stage 2	1015	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1604	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Timings

1: TAFT AVENUE & 57TH STREET

10/17/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	169	8	299	280	113	7	609	210	105	713	78
Future Volume (vph)	79	169	8	299	280	113	7	609	210	105	713	78
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	10.0	26.0	26.0	10.0	32.0	32.0	10.0	30.0	30.0	10.0	34.0	34.0
Total Split (s)	10.0	26.0	26.0	18.0	34.0	34.0	10.0	56.0	56.0	10.0	56.0	56.0
Total Split (%)	9.1%	23.6%	23.6%	16.4%	30.9%	30.9%	9.1%	50.9%	50.9%	9.1%	50.9%	50.9%
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)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	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 Lost Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
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
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effect Green (s)	23.2	16.3	16.3	37.5	27.9	27.9	56.3	49.8	49.8	61.5	59.5	59.5
Actuated g/C Ratio	0.21	0.15	0.15	0.34	0.25	0.25	0.51	0.45	0.45	0.56	0.54	0.54
v/c Ratio	0.36	0.72	0.02	0.89	0.65	0.25	0.04	0.79	0.27	0.48	0.79	0.09
Control Delay	31.2	59.2	0.1	58.0	44.6	6.6	11.3	33.8	3.2	19.0	28.5	0.2
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	31.2	59.2	0.1	58.0	44.6	6.6	11.3	33.8	3.2	19.0	28.5	0.2
LOS	C	E	A	E	D	A	B	C	A	B	C	A
Approach Delay		48.8			44.2			25.8			24.9	
Approach LOS		D			D			C			C	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 105 (95%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 32.6

Intersection LOS: C

Intersection Capacity Utilization 85.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: TAFT AVENUE & 57TH STREET

											
10 s	56 s		18 s	26 s		10 s	34 s				
											
10 s	56 s		10 s	34 s							

Queues

1: TAFT AVENUE & 57TH STREET

10/17/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	93	199	9	329	308	124	8	662	228	117	792	87
v/c Ratio	0.36	0.72	0.02	0.89	0.65	0.25	0.04	0.79	0.27	0.48	0.79	0.09
Control Delay	31.2	59.2	0.1	58.0	44.6	6.6	11.3	33.8	3.2	19.0	28.5	0.2
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	31.2	59.2	0.1	58.0	44.6	6.6	11.3	33.8	3.2	19.0	28.5	0.2
Queue Length 50th (ft)	46	135	0	191	203	0	2	385	0	35	391	0
Queue Length 95th (ft)	77	194	0	#361	292	43	10	542	43	66	#777	0
Internal Link Dist (ft)		956			1269			1182			652	
Turn Bay Length (ft)	450		430	550		200	200			450		325
Base Capacity (vph)	259	338	434	370	489	511	196	860	853	244	1007	938
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.59	0.02	0.89	0.63	0.24	0.04	0.77	0.27	0.48	0.79	0.09

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: TAFT AVENUE & 57TH STREET

10/17/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	169	8	299	280	113	7	609	210	105	713	78
Future Volume (veh/h)	79	169	8	299	280	113	7	609	210	105	713	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	199	9	329	308	124	8	662	228	117	792	87
Peak Hour Factor	0.85	0.85	0.85	0.91	0.91	0.91	0.92	0.92	0.92	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	237	201	303	373	316	216	953	808	297	1020	864
Arrive On Green	0.05	0.13	0.13	0.12	0.20	0.20	0.01	0.51	0.51	0.05	0.55	0.55
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	93	199	9	329	308	124	8	662	228	117	792	87
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	5.0	11.4	0.5	13.0	17.4	7.5	0.2	29.6	9.1	3.4	36.7	2.9
Cycle Q Clear(g_c), s	5.0	11.4	0.5	13.0	17.4	7.5	0.2	29.6	9.1	3.4	36.7	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	186	237	201	303	373	316	216	953	808	297	1020	864
V/C Ratio(X)	0.50	0.84	0.04	1.09	0.83	0.39	0.04	0.69	0.28	0.39	0.78	0.10
Avail Cap(c_a), veh/h	186	340	288	303	476	403	280	953	808	297	1020	864
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.2	46.9	42.2	39.3	42.2	38.2	17.7	20.5	15.4	16.4	19.7	12.0
Incr Delay (d2), s/veh	2.1	11.9	0.1	77.0	9.1	0.8	0.1	4.2	0.9	0.8	5.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	6.0	0.2	8.3	8.7	2.9	0.1	12.8	3.3	1.3	15.8	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.3	58.9	42.3	116.2	51.3	39.0	17.8	24.6	16.3	17.3	25.5	12.3
LnGrp LOS	D	E	D	F	D	D	B	C	B	B	C	B
Approach Vol, veh/h	301			761			898			996		
Approach Delay, s/veh	53.3			77.4			22.5			23.4		
Approach LOS	D			E			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	62.1	18.0	19.9	6.1	66.0	10.0	27.9				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	5.0	50.0	13.0	20.0	5.0	50.0	5.0	28.0				
Max Q Clear Time (g_c+l1), s	5.4	31.6	15.0	13.4	2.2	38.7	7.0	19.4				
Green Ext Time (p_c), s	0.0	4.7	0.0	0.5	0.0	4.1	0.0	1.4				

Intersection Summary

HCM 6th Ctrl Delay	40.1
HCM 6th LOS	D

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	482	2	12	689	0	1	0	14	1	0	2
Future Vol, veh/h	0	482	2	12	689	0	1	0	14	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	400	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	524	2	13	749	0	1	0	16	1	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	749	0	0	526	0	0	1301	1300	525	1308	1301	749
Stage 1	-	-	-	-	-	-	525	525	-	775	775	-
Stage 2	-	-	-	-	-	-	776	775	-	533	526	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	860	-	-	1041	-	-	138	161	552	136	161	412
Stage 1	-	-	-	-	-	-	536	529	-	391	408	-
Stage 2	-	-	-	-	-	-	390	408	-	531	529	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	860	-	-	1041	-	-	136	159	552	131	159	412
Mov Cap-2 Maneuver	-	-	-	-	-	-	136	159	-	131	159	-
Stage 1	-	-	-	-	-	-	536	529	-	391	403	-
Stage 2	-	-	-	-	-	-	383	403	-	515	529	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	13.2	20.2
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	459	860	-	-	1041	-	-	240
HCM Lane V/C Ratio	0.038	-	-	-	0.013	-	-	0.015
HCM Control Delay (s)	13.2	0	-	-	8.5	-	-	20.2
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

HCM 6th TWSC
3: DUFFIELD AVENUE & 50TH STREET

10/17/2023

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	9	10	0
Future Vol, veh/h	0	0	0	9	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	11	12	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	23	12	12
Stage 1	12	-	-
Stage 2	11	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	993	1069	1607
Stage 1	1011	-	-
Stage 2	1012	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	993	1069	1607
Mov Cap-2 Maneuver	993	-	-
Stage 1	1011	-	-
Stage 2	1012	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

APPENDIX F – Pipeline Development Excerpts



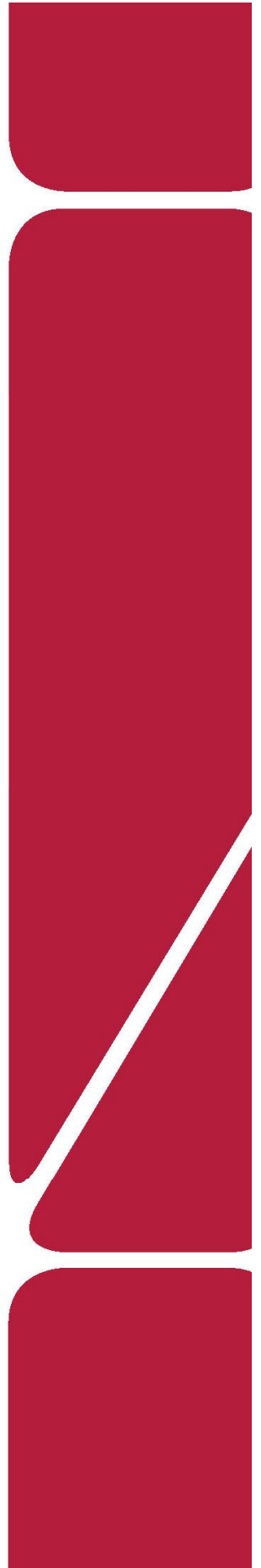
Traffic Impact Study

Green Valley Ranch & Elkader Loveland, Colorado

Prepared for:

LGI Homes, LLC

Kimley»Horn



T R A F F I C I M P A C T S T U D Y

Green Valley Ranch & Elkader

Loveland, Colorado

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August 2021

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



GREEN VALLEY RANCH & ELKADER
VICINITY MAP

FIGURE 1

4.0 PROJECT TRAFFIC CHARACTERISTICS

4.1 Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*¹ published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. For the purposes of this study, Kimley-Horn used the ITE Trip Generation equations that apply to Single-Family Detached Housing (ITE Code 210), Shopping Center (ITE 820), Fast Casual Restaurant (ITE 930), and Fast Food with Drive-Thru (ITE 934).

Since the Elkader property is proposed to contain a mix of residential and retail uses, internal capture trips are expected to occur on site as well. These internal capture trips are shared trips from vehicles already within the internal street network. These shared trips reduce the number of total external trips and were calculated directly per the ITE procedure.

Green Valley Ranch and Elkader is expected to generate approximately 10,784 weekday daily external trips, with 912 of these trips occurring during the morning peak hour and 1,000 of these trips occurring during the afternoon peak hour. Calculations were based on the procedure and information provided in the ITE *Trip Generation Manual, 10th Edition – Volume 1: User's Guide and Handbook*, 2017. **Table 1** summarizes the estimated trip generation for the Green Valley Ranch and Elkader development. The trip generation worksheets are included in **Appendix C**.

¹ Institute of Transportation Engineers, *Trip Generation Manual*, Tenth Edition, Washington DC, 2017.

Table 1 – Green Valley Ranch & Elkader Traffic Generation

Land Use and Size	Weekday Vehicle Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Single-Family Detached Housing (ITE 210) – 957 Dwelling Units	7,840	165	492	657	518	306	824
Shopping Center (ITE 820) – 23,000 Square Feet	1,456	88	51	139	43	42	85
Fast Casual Restaurant (ITE 930) – 5,000 Square Feet	448	5	3	8	22	13	35
Fast Food with DT (ITE 934) – 3,500 Square Feet	1,040	50	58	108	34	22	56
Total Project Trips after Internal Capture	10,784	308	604	912	617	383	1,000

4.2 Trip Distribution

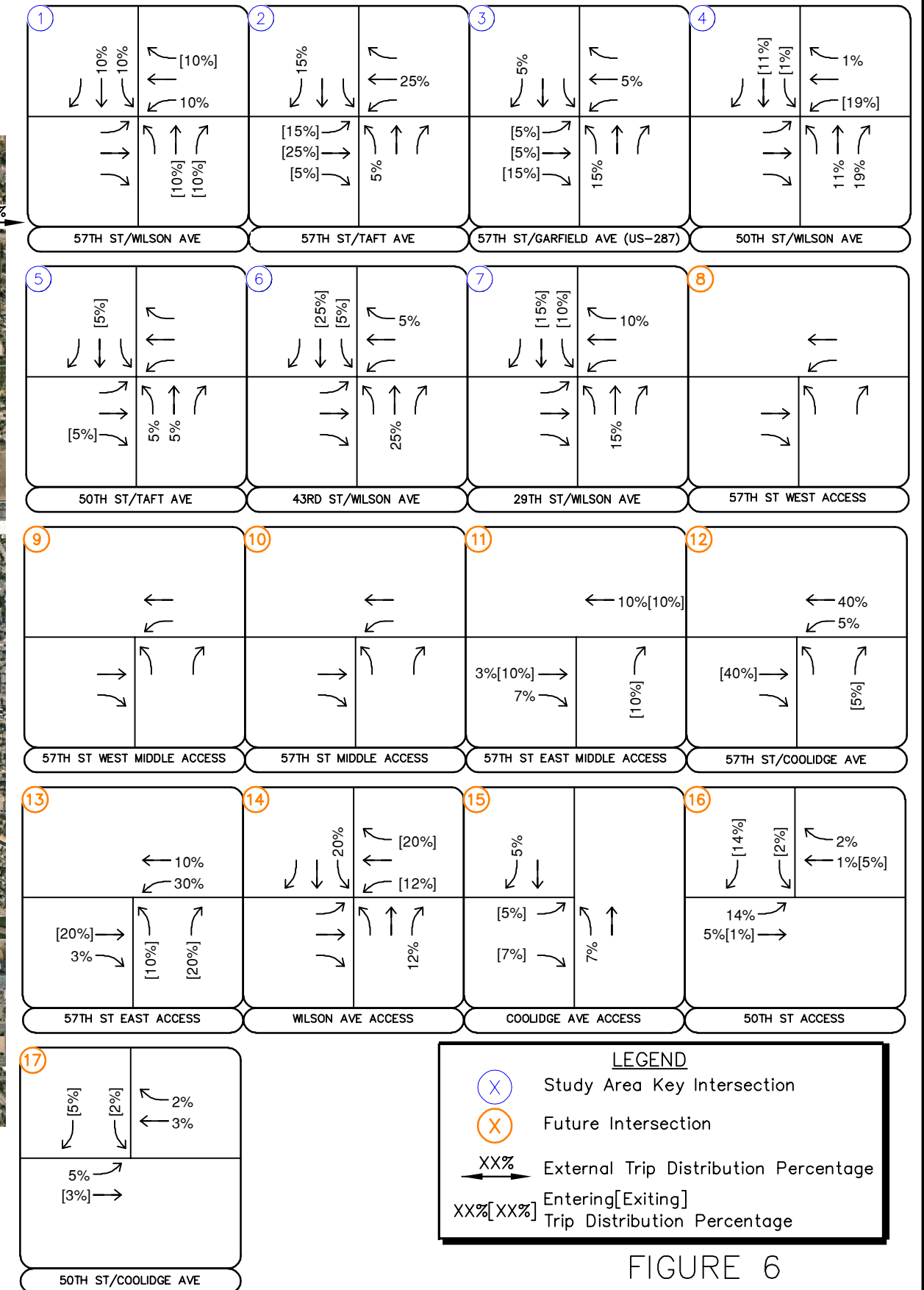
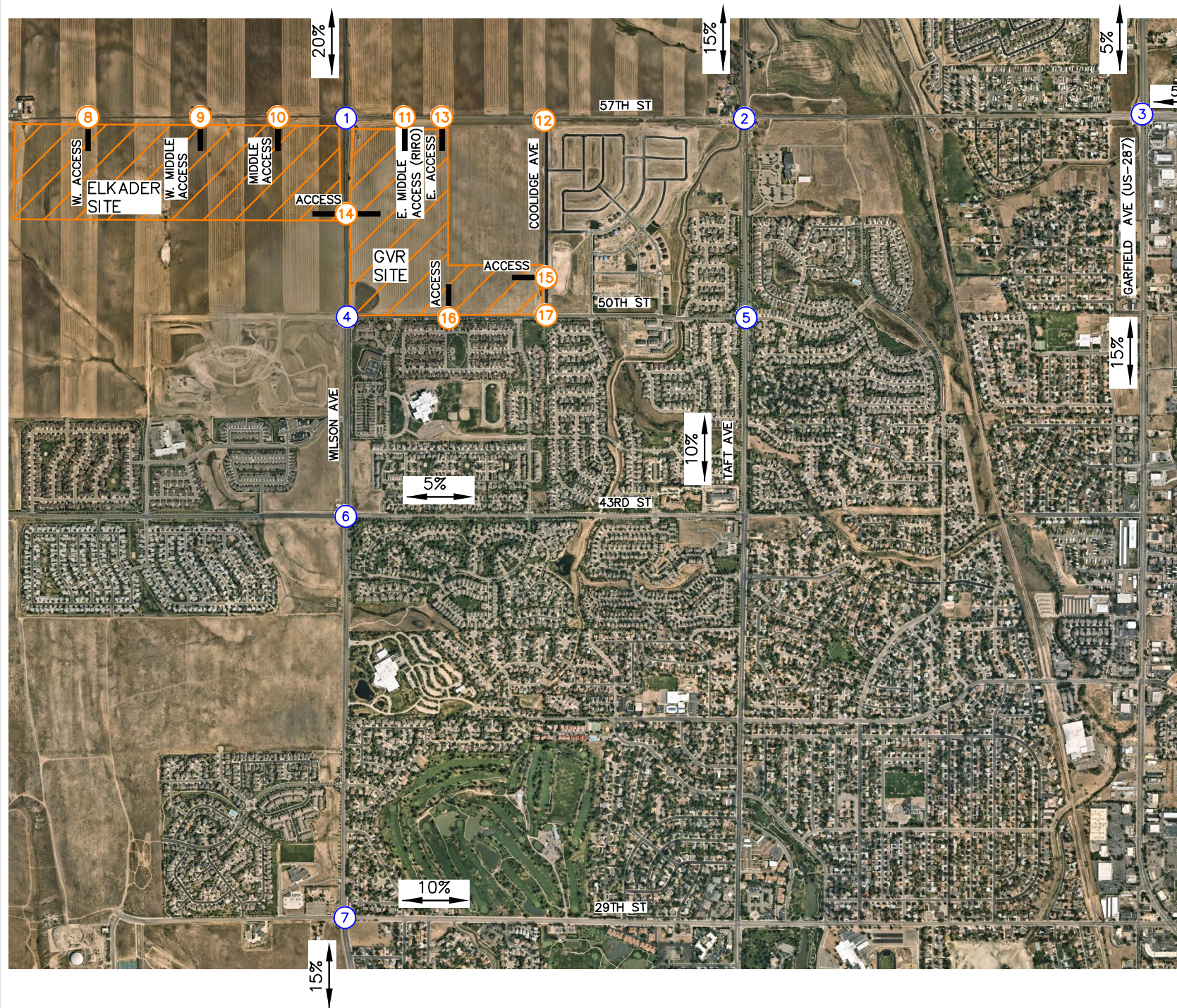
Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, existing and anticipated surrounding demographic information, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. The project trip distribution for the proposed development is illustrated in **Figure 6** for the residential portion of Green Valley Ranch, **Figure 7** for the residential portion of Elkader, and **Figure 8** for the commercial portion of Elkader.

4.3 Traffic Assignment

Green Valley Ranch and Elkader traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the development shown in **Table 1**. Traffic assignment is shown in **Figure 9**.

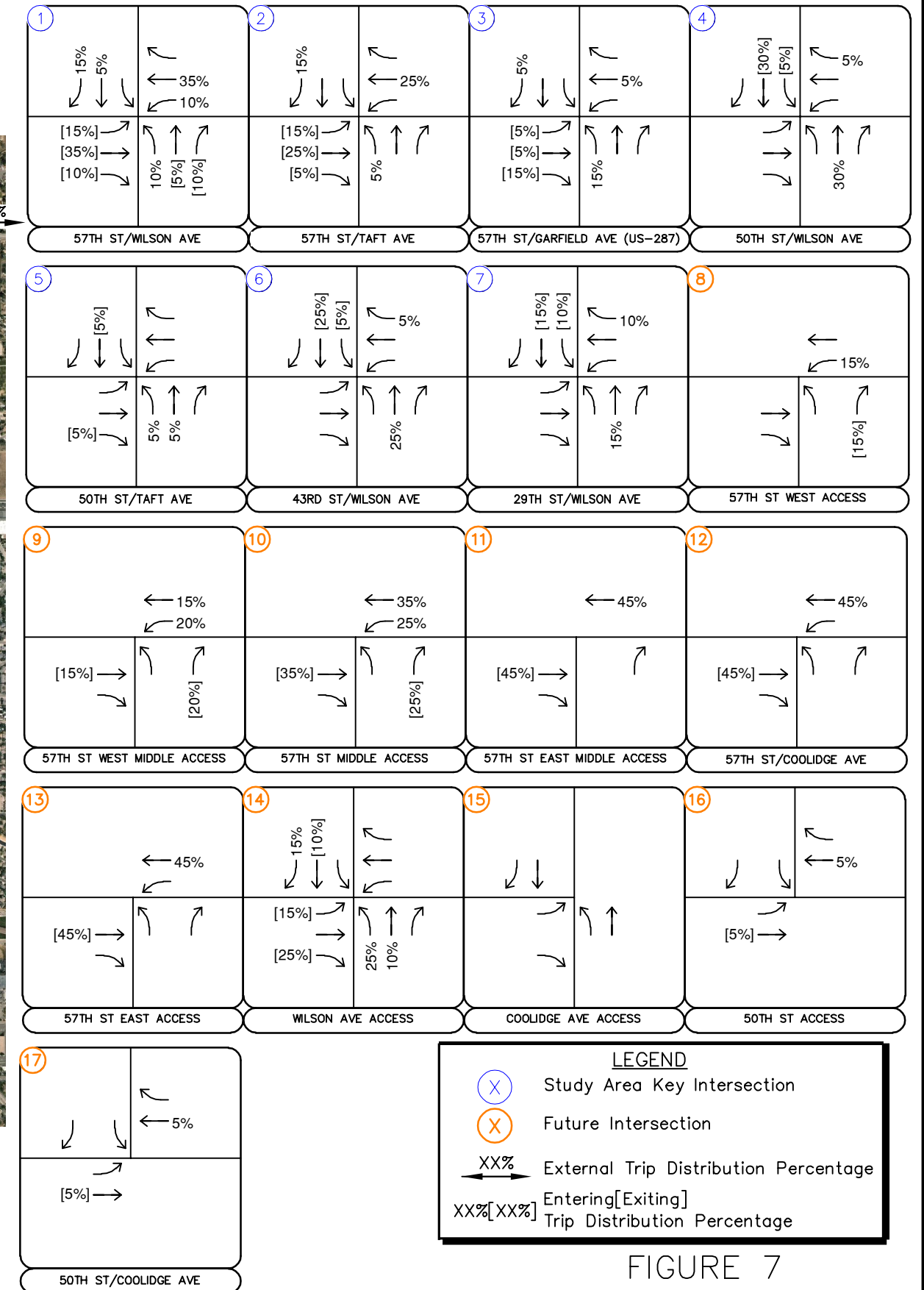
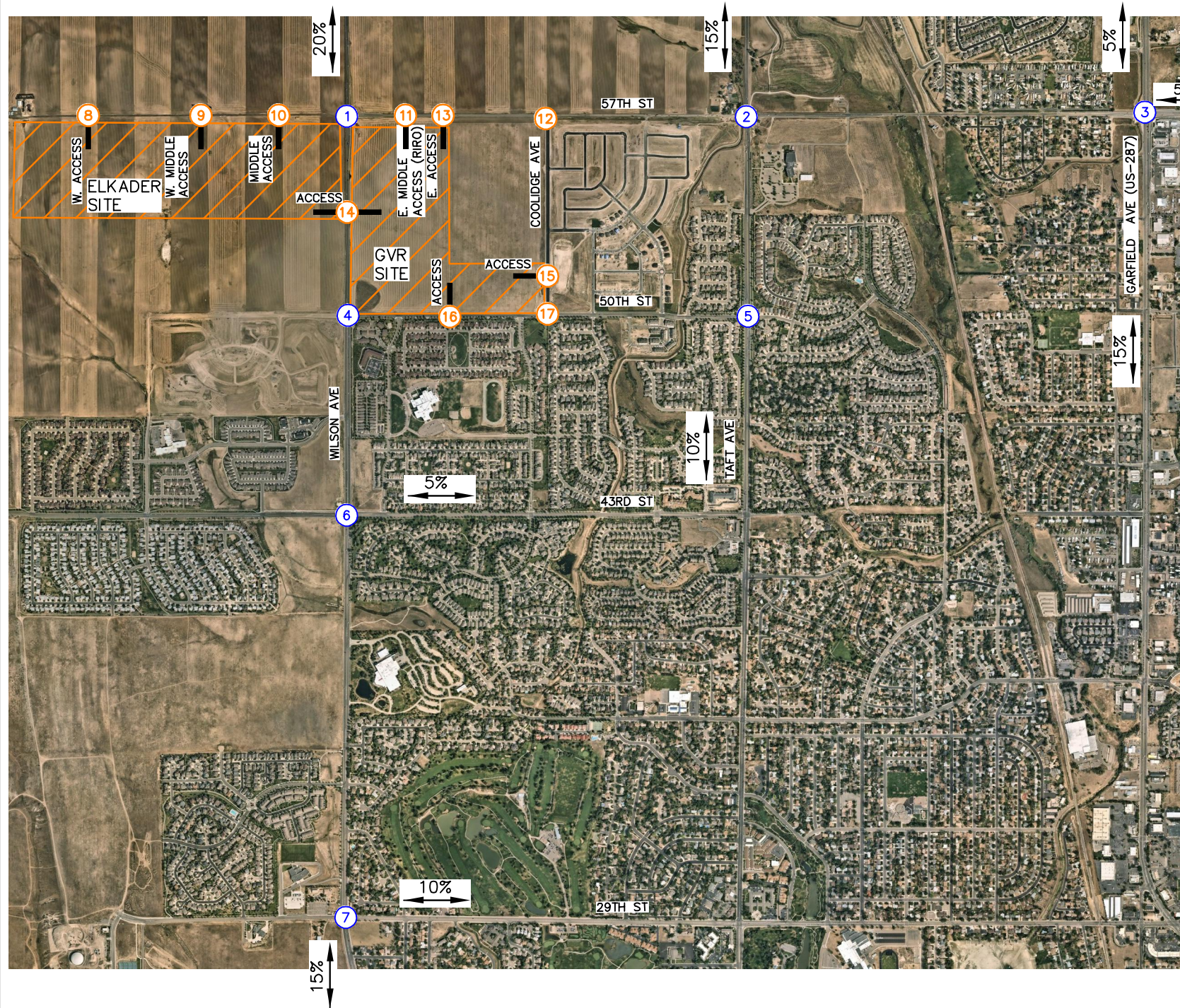
4.4 Total (Background Plus Project) Traffic

Site traffic volumes were added to the background volumes to represent estimated traffic conditions for the 2025 horizon and long term 2040 horizon. These total traffic volumes for the study area are illustrated for the 2025 and 2040 horizon years in **Figures 9** and **10**, respectively.



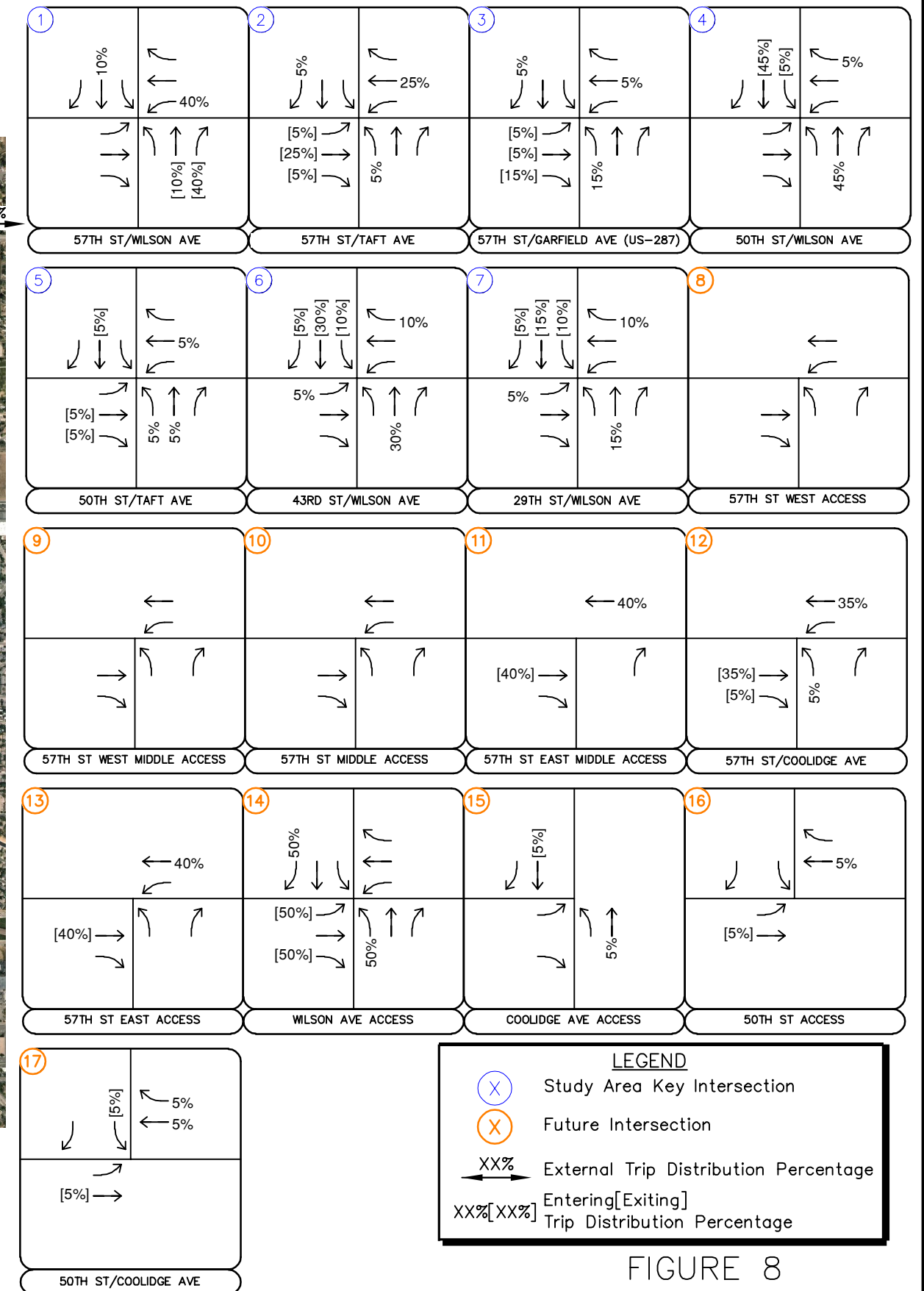
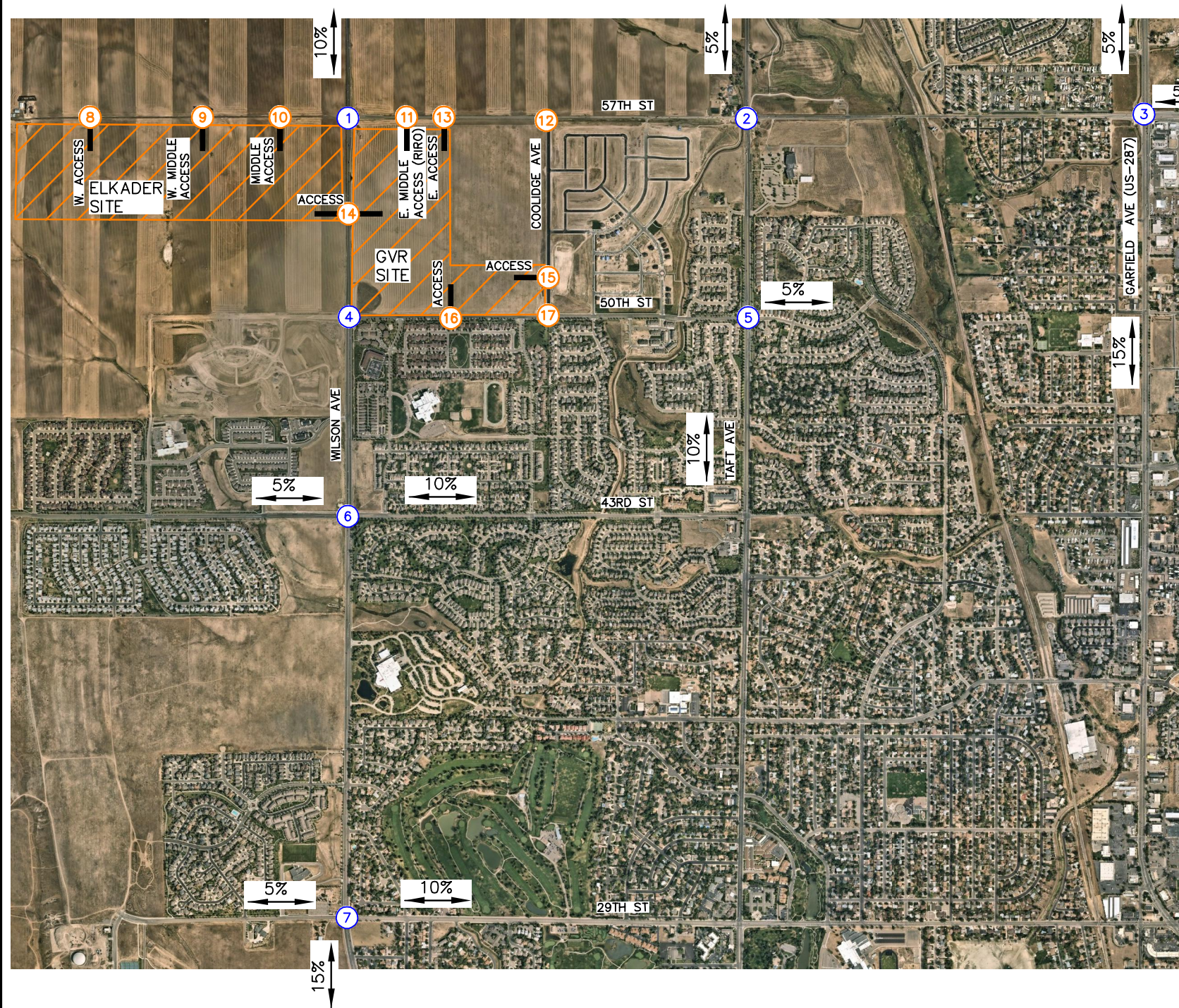
GREEN VALLEY RANCH & ELKADER
GREEN VALLEY RANCH RESIDENTIAL PROJECT TRIP DISTRIBUTION

FIGURE 6



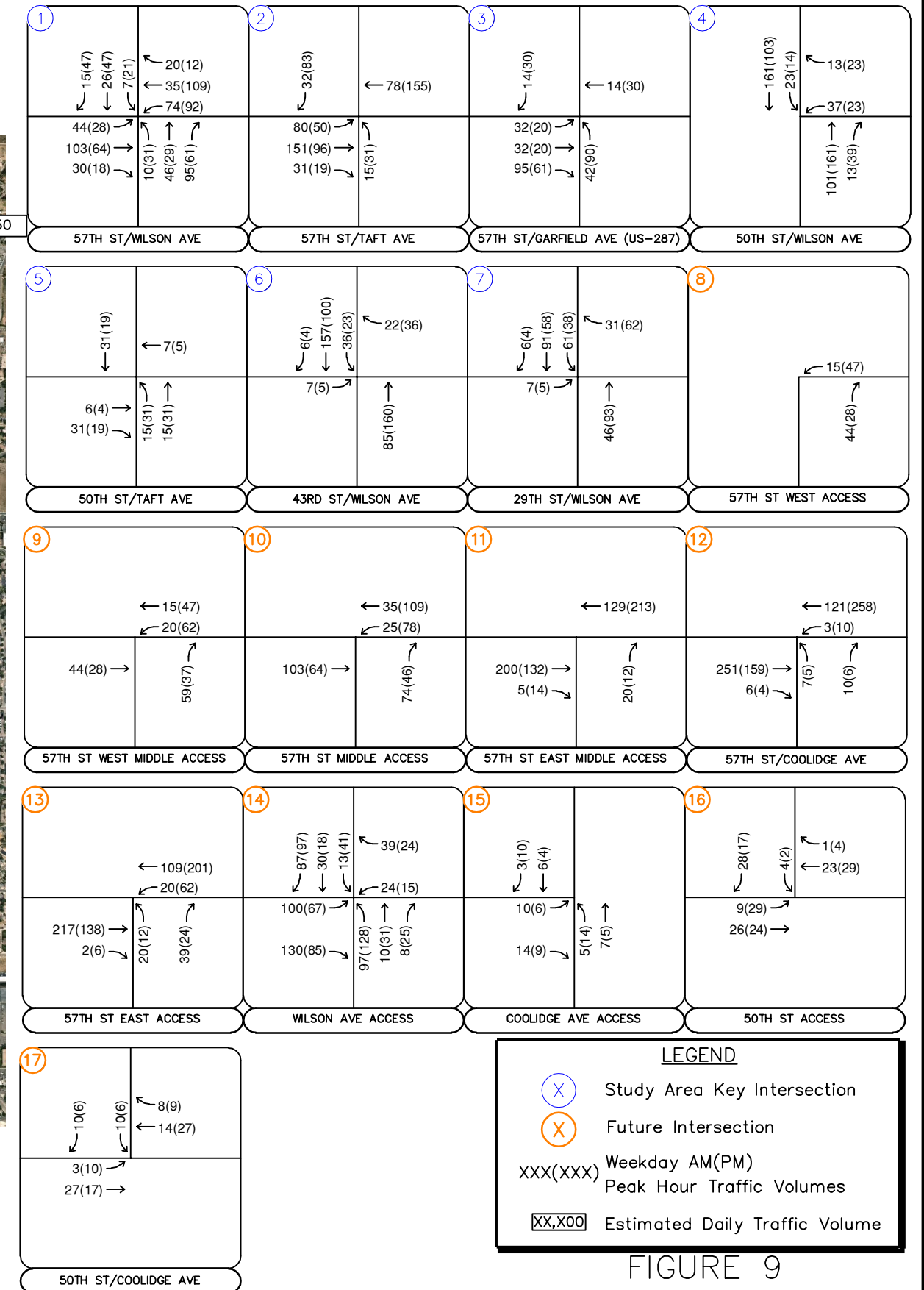
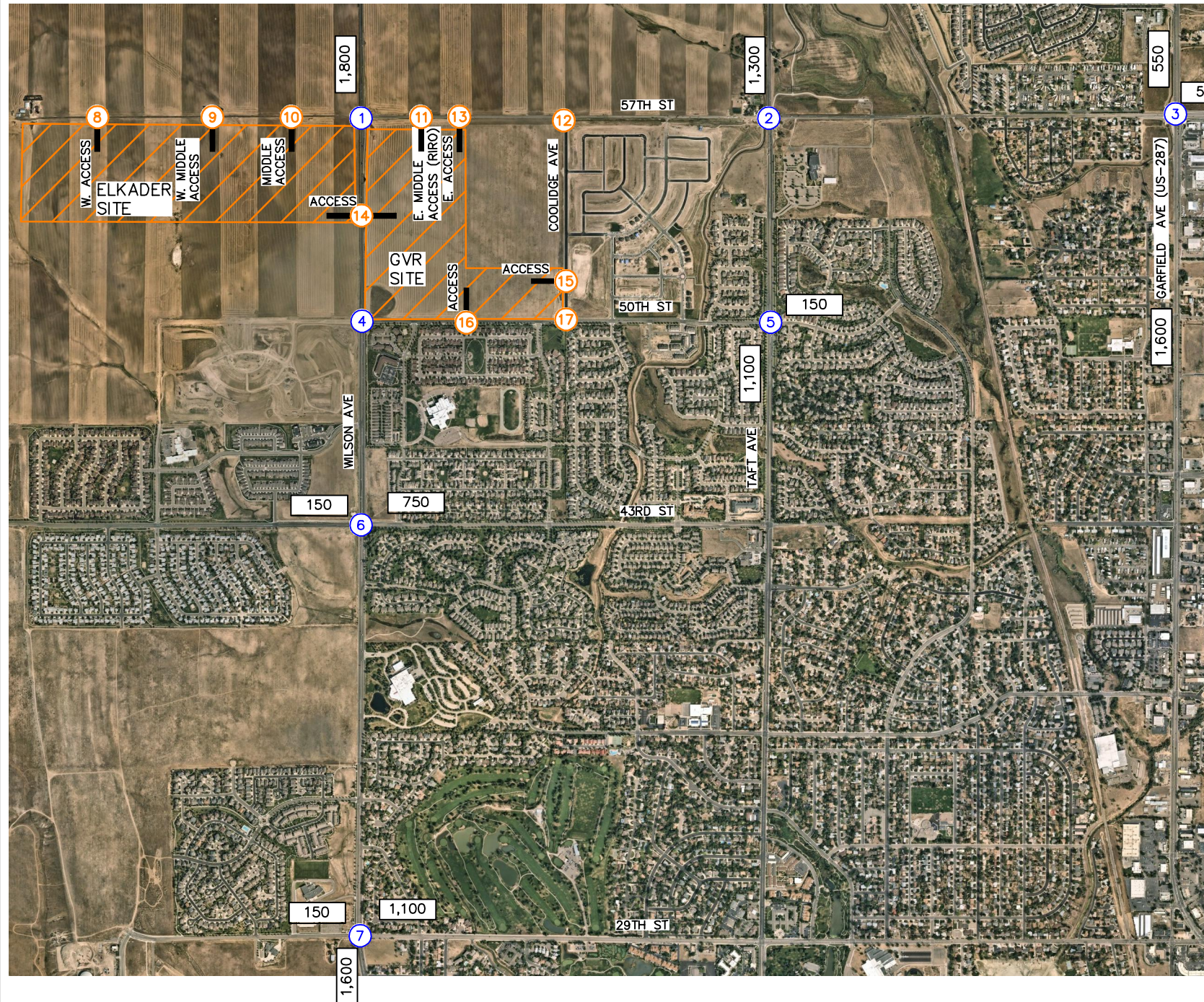
GREEN VALLEY RANCH & ELKADER
ELKADER RESIDENTIAL PROJECT TRIP DISTRIBUTION

FIGURE 7



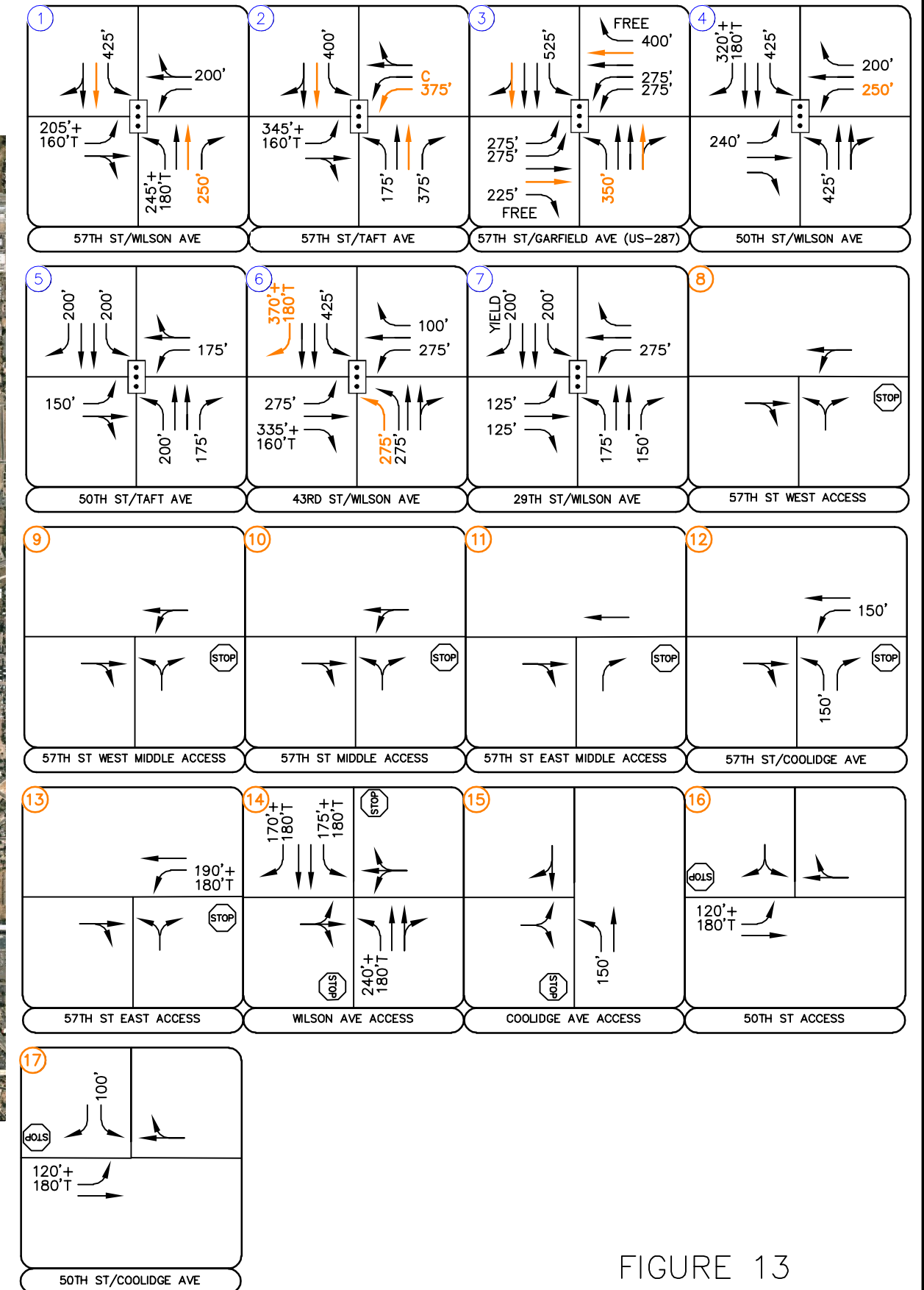
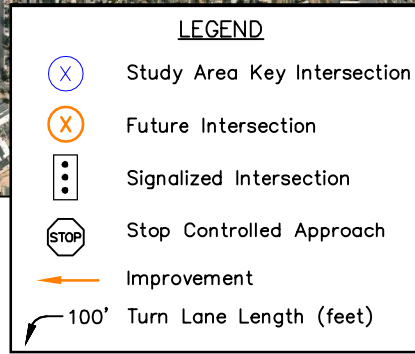
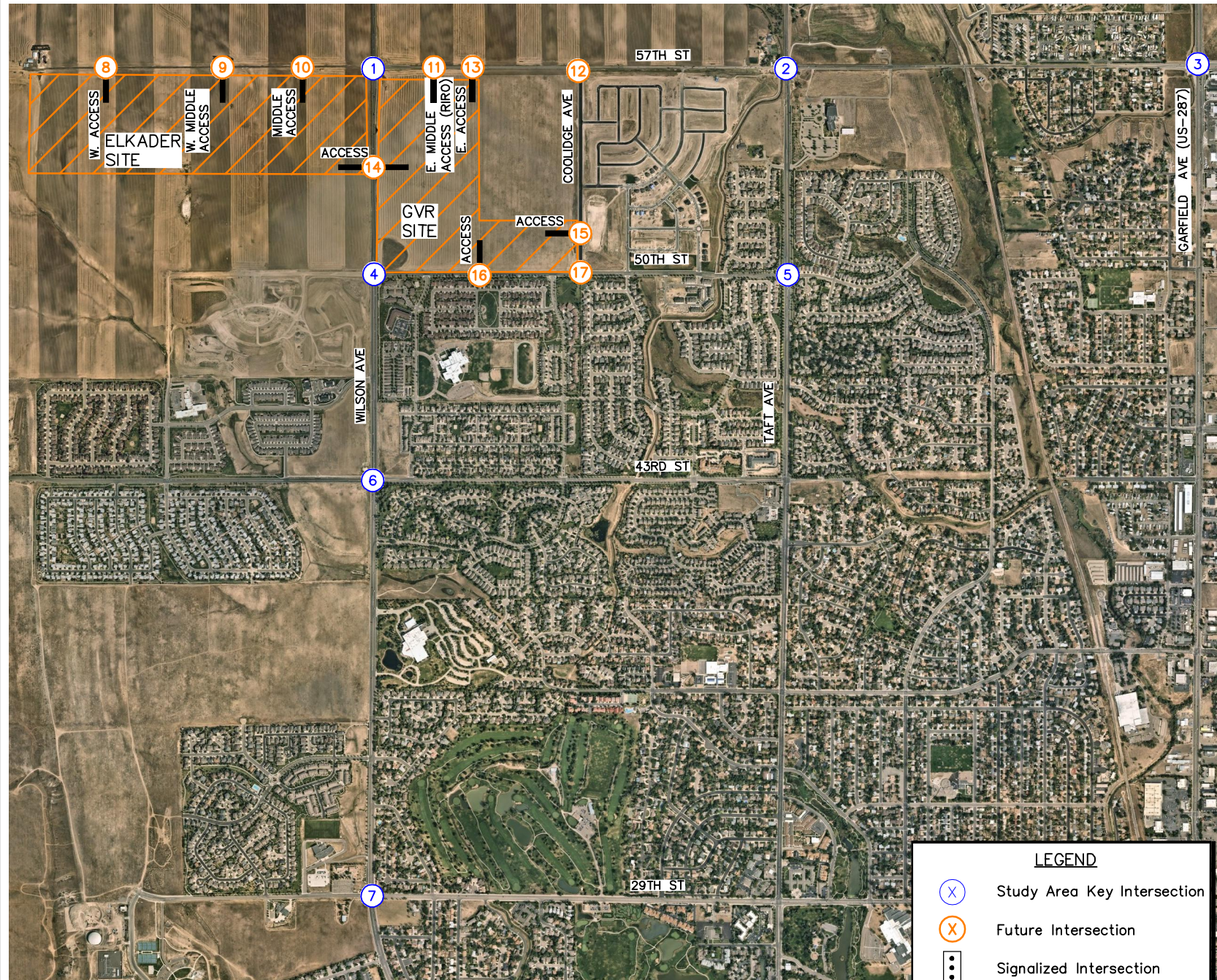
GREEN VALLEY RANCH & ELKADER
ELKADER COMMERCIAL PROJECT TRIP DISTRIBUTION

FIGURE 8



GREEN VALLEY RANCH & ELKADER
PROJECT TRAFFIC ASSIGNMENT

FIGURE 9



GREEN VALLEY RANCH & ELKADER
2040 RECOMMENDED LANE CONFIGURATION AND GEOMETRY

FIGURE 13

TAFT RIDGE
MASTER TRAFFIC IMPACT STUDY

LOVELAND, COLORADO

MARCH 2022
REVISED JUNE 2022
REVISED SEPTEMBER 2022

Prepared for:

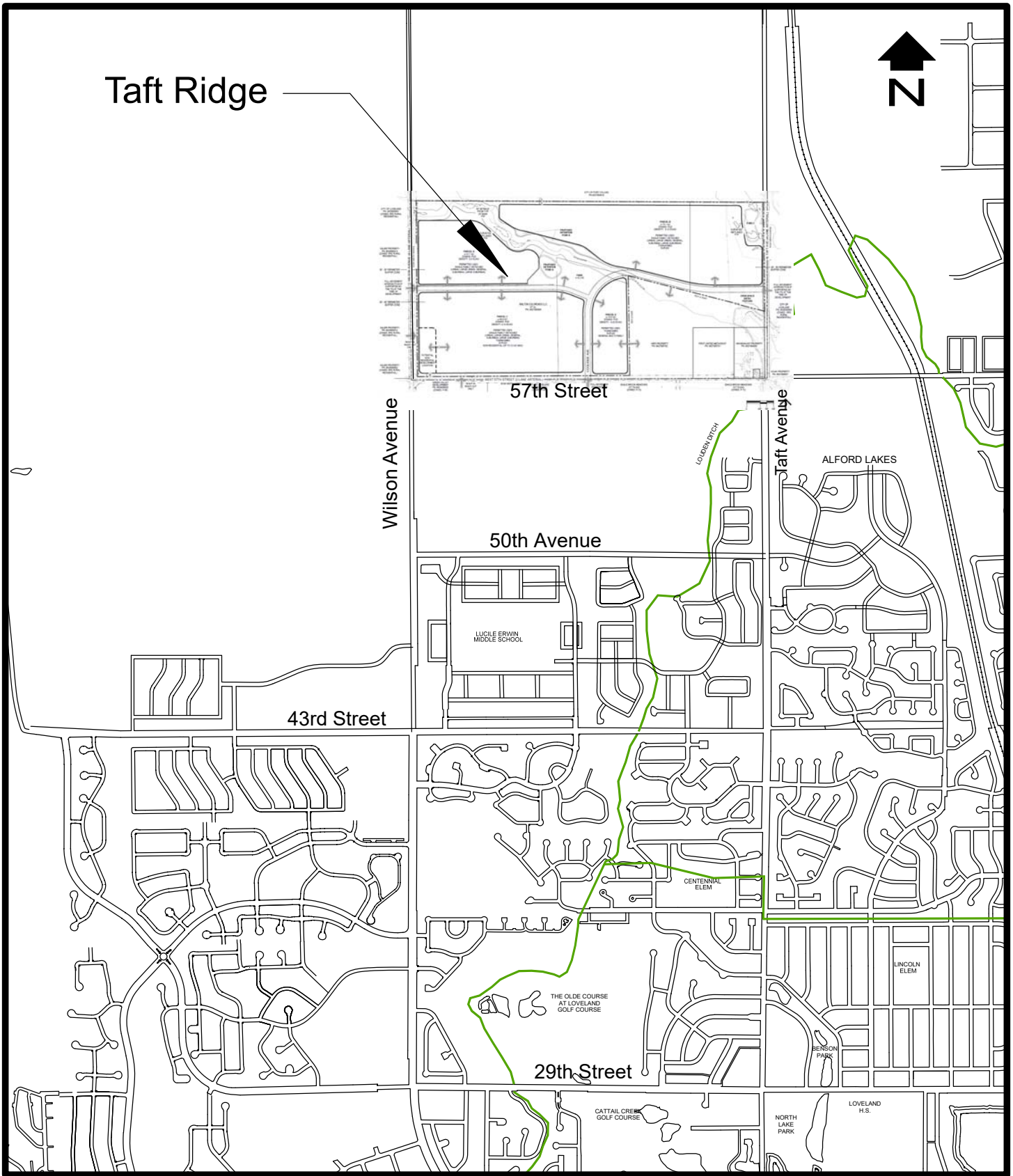
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Project #2126



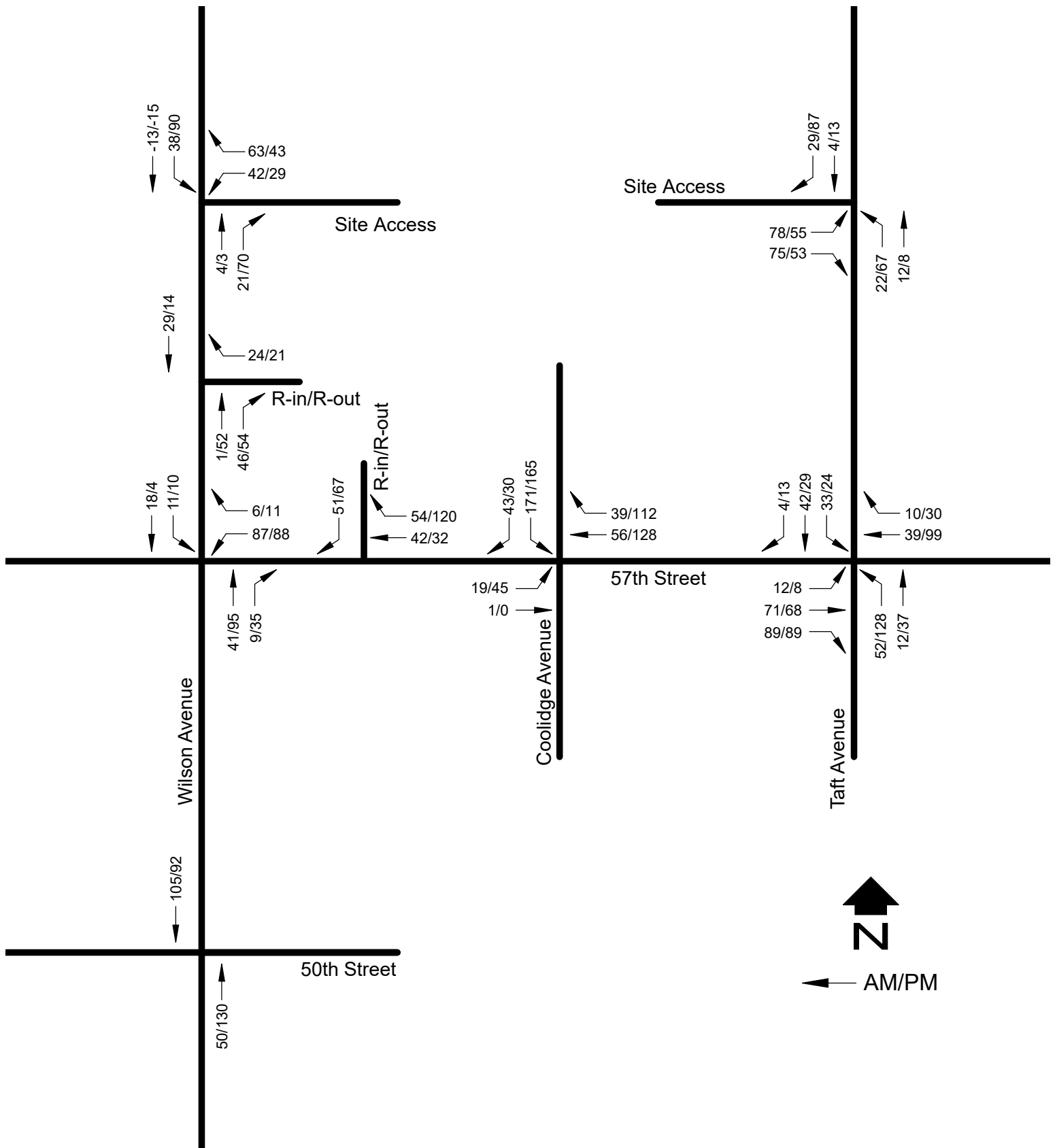
SITE LOCATION



Figure 1

TABLE 2
Trip Generation

Code	Use	Size	AWDTE		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	In	Rate	Out	Rate	In	Rate	Out
210	A – Single Family Detached	140 D.U.	EQ.	1376	EQ.	26	EQ.	75	EQ.	86	EQ.	50
210	B – Single Family Detached	245 D.U.	EQ.	2302	EQ.	43	EQ.	125	EQ.	145	EQ.	86
215	B - Single Family Attached	150 D.U.	EQ.	1092	EQ.	22	EQ.	50	EQ.	49	EQ.	37
210	C - Single Family Detached	290 D.U.	EQ.	2688	EQ.	51	EQ.	145	EQ.	170	EQ.	100
945	C – Gas/C-Store	10 Fueling Positions	EQ.	2434	EQ.	80	EQ.	81	EQ.	92	EQ.	92
822	C – Strip Retail Plaza (<40K)	17,424 KSF	EQ.	964	EQ.	25	EQ.	17	EQ.	57	EQ.	58
215	D – Single Family Attached	160 D.U.	EQ.	1168	EQ.	24	EQ.	54	EQ.	52	EQ.	40
Total				12024		271		547		651		463



SITE GENERATED PEAK HOUR TRAFFIC

Figure 6



MEMORANDUM

TO: Russell Baker/Robert Eck, Front Range Investment Holdings LLC
Kristin Turner, TB Group
Randy Maizland, Loveland TDR

FROM: Matt Delich

DATE: November 20, 2019

SUBJECT: Eagle Brook Meadows, Outlot A (Phase 4) – Trip Generation Analysis
(File: 1159ME01)



This memorandum provides trip generation analyses related to the proposed change of use on Outlot A (Phase 4) within Eagle Brook Meadows in Loveland, Colorado. The purpose is to compare the trip generation of the proposed land use with the trip generation of the land use on the same lot, the differences, and any change in the conclusions in the "Eagle Brook Meadows Traffic Impact Study" (TIS), dated June 2012.

The site plan and trip generation table from the cited TIS are provided in Appendix A. The subject lot is in the north of the West 50th Street and east of future Coolidge Avenue in Eagle Brook Meadows. The subject lot is highlighted in red. The land use in the cited TIS was apartments. The trip generation in the cited TIS was calculated using **Trip Generation, 8th Edition**, ITE, as the reference document. Apartments (Code 220) was the designated land use with dwelling units as the trip generation variable. Table 1 shows the calculated trip generation for this lot. The calculated trip generation was: 1034 daily trip ends, 77 morning peak hour trip ends, and 100 afternoon peak hour trip ends.

The site plan of the proposed Outlot A is provided in Appendix B. The land use is a mix of residential housing types. Table 2 shows the calculated trip generation using **Trip Generation, 10th Edition**, ITE, Code 210 (Single Family Detached Housing), with dwelling units as the trip generation variable. The calculated trip generation related to the 84 dwelling units will be: 728 daily trip ends, 54 morning peak hour trip ends, and 69 afternoon peak hour trip ends. The change in the calculated trip generation for the subject lot will be: 306 less daily trip ends, the 23 less morning peak hour trip ends, and 31 less afternoon peak hour trip ends.

The impact on the short range peak hour operation at the key intersections will not be significant. The conclusions in the cited TIS will not change. It is respectfully requested that no further traffic studies be required related to the proposed change of use on Outlot A within Eagle Brook Meadows.

Do not hesitate to contact me if there are questions or if additional information is required.

TABLE 1 Trip Generation for the Subject Outlot A [Phase 4] (TIS)								
Code	Use	Size	AWDTE		AM Peak Hour		PM Peak Hour	
			Rate	Trip Ends	Rate	Trip Ends	Rate	Trip Ends
220	Apartments	150 DU	EQ	1034	EQ	77	EQ	100

TABLE 2 Trip Generation for the Subject Outlot A [Change of Use]									
Code	Use	Size	AWDTE		AM Peak Hour		PM Peak Hour		
			Rate	Trip Ends	Rate	Trip Ends	Rate	Trip Ends	
210	Single Family Detached Housing	36 DU	EQ	406	EQ	30	EQ	38	
220	Townhome	48 DU	EQ	322	EQ	24	EQ	31	
Total				728		54		69	

APPENDIX A



SITE PLAN

Figure 5

III. PROPOSED DEVELOPMENT

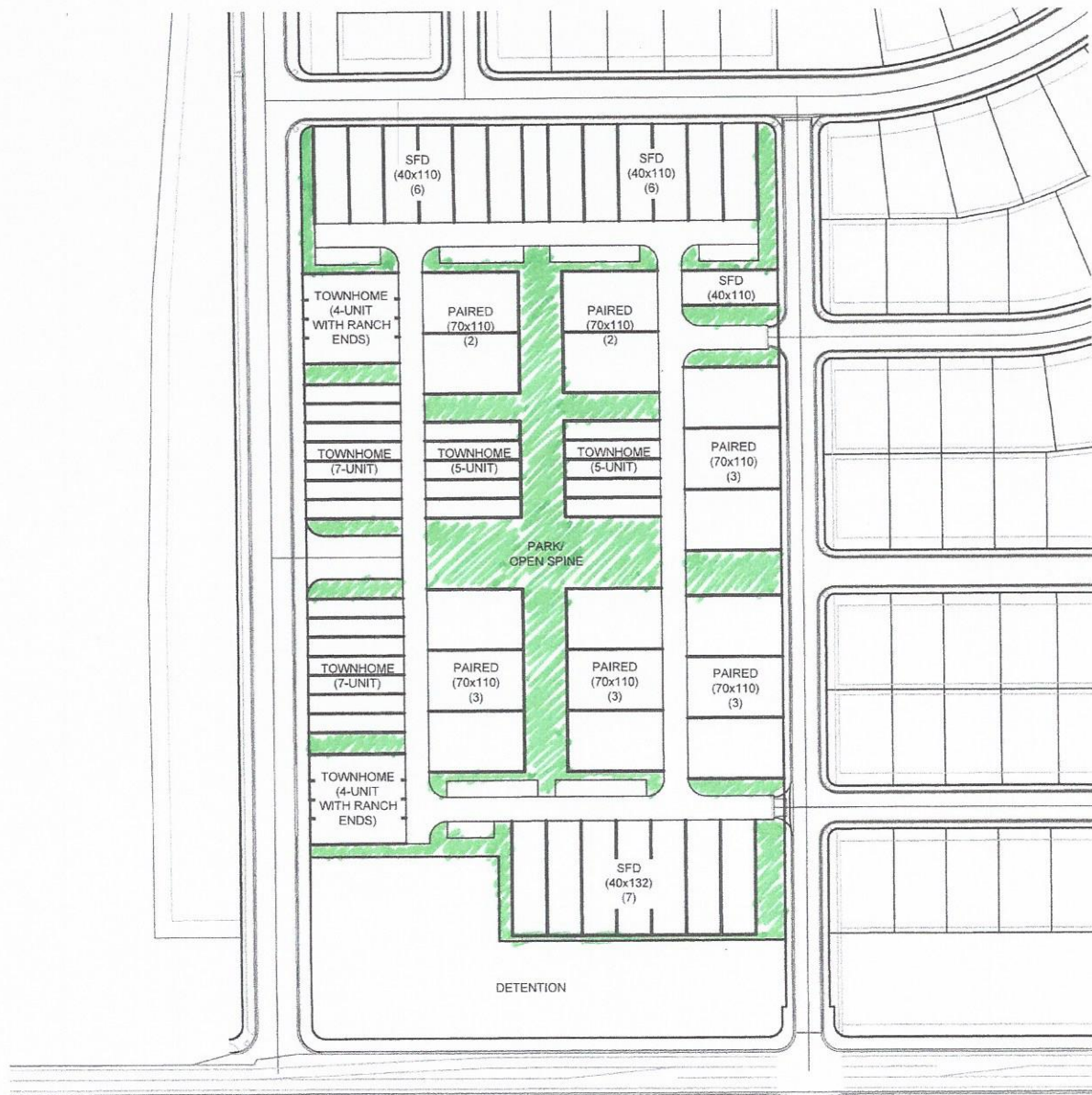
The Eagle Brook Meadows is a proposed 447 unit residential development. Figure 5 shows the site plan for the Eagle Brook Meadows development. The Eagle Brook Meadows development is expected to be built in four phases. Phase 1 is 96 single family residential homes that will access 50th Street at the future 50th/Redmesa and 50th/Avon intersections and is expected to be built in the next 2-3 years, following approval. Phase 1 future was determined to be the year 2015. Phase 2 is 95 single family residential homes that will add an access to 57th Street at the future 57th/Segundo intersection. The Phase 2 future was determined to be the year 2017. Phase 3 is 106 single family residential homes that will add accesses to 50th Street and 57th Street at the future 50th/Coolidge and 57th/Coolidge intersections. The Phase 3 future was determined to be the year 2019. The long range future (year 2030) includes full development and an appropriate increase in background traffic. Phases 2, 3, and full development include the previous phases, later in this report.

Trip Generation

Trip generation is important in considering the impact of a development, such as this, upon the existing and proposed street system. Trip generation information contained in Trip Generation, 8th Edition, ITE was used to estimate trips that would be generated by the proposed uses at this site. As discussed with City staff, the trip generation was determined using the equations. A trip is defined as a one-way vehicle movement from origin to destination. Table 2 shows the expected trip generation for the Eagle Brook Meadows site. The trip generation of the Eagle Brook Meadows resulted in 4124 daily trip ends, 314 morning peak hour trip ends, and 412 afternoon peak hour trip ends.

TABLE 2 Trip Generation												
Code	Use	Size	AWDTE		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	In	Rate	Out	Rate	In	Rate	Out
Phase 1												
210	Single Family	96 D.U.	EQ.	1000	EQ.	19	EQ.	58	EQ.	64	EQ.	37
Phase 2												
210	Single Family	95 D.U.	EQ.	992	EQ.	19	EQ.	57	EQ.	63	EQ.	37
Phase 2 Subtotal				1992		38		115		127		74
Phase 3												
210	Single Family	106 D.U.	EQ.	1098	EQ.	21	EQ.	63	EQ.	70	EQ.	41
Phase 3 Subtotal				3090		59		178		197		115
Phase 4												
220	Apartments	150 D.U.	EQ.	1034	EQ.	15	EQ.	62	EQ.	65	EQ.	35
Total				4124		74		240		262		150

APPENDIX B



EAGLE BROOK - CONCEPT 10.16.19

38% (32) 16 PAIRED HOMES (70x110)
 38% (32) (2) 4-UNIT TOWNHOMES (22x110 + 30x110 E)
 (2) 5-UNIT TOWNHOMES (22x110)
 (2) 7-UNIT TOWNHOMES (22x110)
 24% (20) SFD (40x110)
 100% = 84 UNITS
 11.25 AC = RESIDENTIAL (~5.5 DU/AC)

APPENDIX G – Background (without site development) Synchro Outputs

Timings

1: TAFT AVENUE & 57TH STREET

10/17/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	196	437	127	125	246	98	77	767	277	158	708	74
Future Volume (vph)	196	437	127	125	246	98	77	767	277	158	708	74
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	10.0	26.0	26.0	10.0	32.0	32.0	10.0	30.0	30.0	10.0	34.0	34.0
Total Split (s)	10.0	28.0	28.0	15.0	33.0	33.0	10.0	46.0	46.0	11.0	47.0	47.0
Total Split (%)	10.0%	28.0%	28.0%	15.0%	33.0%	33.0%	10.0%	46.0%	46.0%	11.0%	47.0%	47.0%
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)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	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 Lost Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
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
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effect Green (s)	28.8	22.8	22.8	37.2	27.0	27.0	46.0	40.0	40.0	48.8	43.0	43.0
Actuated g/C Ratio	0.29	0.23	0.23	0.37	0.27	0.27	0.46	0.40	0.40	0.49	0.43	0.43
v/c Ratio	0.66	1.12	0.29	0.57	0.53	0.20	0.51	1.12	0.39	0.95	0.96	0.11
Control Delay	38.0	118.8	7.1	30.5	35.7	3.2	23.9	101.0	7.1	76.5	53.7	0.6
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	38.0	118.8	7.1	30.5	35.7	3.2	23.9	101.0	7.1	76.5	53.7	0.6
LOS	D	F	A	C	D	A	C	F	A	E	D	A
Approach Delay		79.3			27.5			72.5			53.4	
Approach LOS		E			C			E			D	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 4 (4%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.12

Intersection Signal Delay: 62.2

Intersection LOS: E

Intersection Capacity Utilization 97.4%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 1: TAFT AVENUE & 57TH STREET

					
Ø1	Ø2 (R)		Ø3	Ø4	
11 s	46 s		15 s	28 s	
					
Ø5	Ø6 (R)		Ø7	Ø8	
10 s	47 s		10 s	33 s	

Queues

1: TAFT AVENUE & 57TH STREET

10/17/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	213	475	138	136	267	107	84	834	301	172	770	80
v/c Ratio	0.66	1.12	0.29	0.57	0.53	0.20	0.51	1.12	0.39	0.95	0.96	0.11
Control Delay	38.0	118.8	7.1	30.5	35.7	3.2	23.9	101.0	7.1	76.5	53.7	0.6
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	38.0	118.8	7.1	30.5	35.7	3.2	23.9	101.0	7.1	76.5	53.7	0.6
Queue Length 50th (ft)	94	~360	0	57	145	0	26	~616	28	59	~490	0
Queue Length 95th (ft)	#157	#555	46	101	226	22	50	#846	87	#192	#745	3
Internal Link Dist (ft)		956			1269			1182			652	
Turn Bay Length (ft)	450		430	550		200	200			450		325
Base Capacity (vph)	322	423	470	254	503	531	164	745	771	181	800	761
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	1.12	0.29	0.54	0.53	0.20	0.51	1.12	0.39	0.95	0.96	0.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: TAFT AVENUE & 57TH STREET

10/17/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	437	127	125	246	98	77	767	277	158	708	74
Future Volume (veh/h)	196	437	127	125	246	98	77	767	277	158	708	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	213	475	138	136	267	107	84	834	301	172	770	80
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	284	411	349	209	462	391	181	791	671	179	819	694
Arrive On Green	0.05	0.22	0.22	0.08	0.25	0.25	0.05	0.42	0.42	0.06	0.44	0.44
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	213	475	138	136	267	107	84	834	301	172	770	80
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	5.0	22.0	7.4	5.8	12.5	5.5	2.6	42.3	13.5	5.6	39.3	3.0
Cycle Q Clear(g_c), s	5.0	22.0	7.4	5.8	12.5	5.5	2.6	42.3	13.5	5.6	39.3	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	284	411	349	209	462	391	181	791	671	179	819	694
V/C Ratio(X)	0.75	1.15	0.40	0.65	0.58	0.27	0.46	1.05	0.45	0.96	0.94	0.12
Avail Cap(c_a), veh/h	284	411	349	250	505	428	190	791	671	179	819	694
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	39.0	33.3	29.2	33.1	30.4	23.0	28.8	20.5	24.0	26.9	16.6
Incr Delay (d2), s/veh	10.7	93.7	0.7	4.4	1.4	0.4	1.8	47.2	2.2	55.9	19.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	20.4	2.8	2.6	5.7	2.1	1.1	27.5	5.1	4.9	20.3	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.9	132.7	34.0	33.6	34.5	30.8	24.9	76.0	22.7	79.9	46.7	17.0
LnGrp LOS	D	F	C	C	C	C	C	F	C	E	D	B
Approach Vol, veh/h	826		510				1219		1022			
Approach Delay, s/veh	94.1		33.5				59.3		50.0			
Approach LOS	F		C				E		D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	48.3	12.7	28.0	9.5	49.8	10.0	30.7				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	6.0	40.0	10.0	22.0	5.0	41.0	5.0	27.0				
Max Q Clear Time (g_c+I1), s	7.6	44.3	7.8	24.0	4.6	41.3	7.0	14.5				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.0	1.4				

Intersection Summary

HCM 6th Ctrl Delay	61.0
HCM 6th LOS	E

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	871	0	10	467	3	0	0	11	1	0	2
Future Vol, veh/h	1	871	0	10	467	3	0	0	11	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	400	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	947	0	11	508	3	0	0	12	1	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	511	0	0	947	0	0	1482	1482	947	1487	1481	510
Stage 1	-	-	-	-	-	-	949	949	-	532	532	-
Stage 2	-	-	-	-	-	-	533	533	-	955	949	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1054	-	-	725	-	-	103	125	317	103	125	563
Stage 1	-	-	-	-	-	-	313	339	-	531	526	-
Stage 2	-	-	-	-	-	-	531	525	-	310	339	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1054	-	-	725	-	-	101	123	317	98	123	563
Mov Cap-2 Maneuver	-	-	-	-	-	-	101	123	-	98	123	-
Stage 1	-	-	-	-	-	-	313	339	-	530	518	-
Stage 2	-	-	-	-	-	-	521	517	-	298	339	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	16.8	21.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	317	1054	-	-	725	-	-	218
HCM Lane V/C Ratio	0.038	0.001	-	-	0.015	-	-	0.015
HCM Control Delay (s)	16.8	8.4	-	-	10	-	-	21.8
HCM Lane LOS	C	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

HCM 6th TWSC
3: DUFFIELD AVENUE & 50TH STREET

10/17/2023

Intersection

Int Delay, s/veh 3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	7	7	12	0
Future Vol, veh/h	0	6	7	7	12	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	8	8	13	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	37	13	13
Stage 1	13	-	-
Stage 2	24	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	975	1067	1606
Stage 1	1010	-	-
Stage 2	999	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	970	1067	1606
Mov Cap-2 Maneuver	970	-	-
Stage 1	1005	-	-
Stage 2	999	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.4	3.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1606	-	1067	-	-
HCM Lane V/C Ratio	0.005	-	0.006	-	-
HCM Control Delay (s)	7.3	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Timings

1: TAFT AVENUE & 57TH STREET

10/17/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	351	116	299	564	143	166	709	210	129	816	176
Future Volume (vph)	138	351	116	299	564	143	166	709	210	129	816	176
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	10.0	26.0	26.0	10.0	32.0	32.0	10.0	30.0	30.0	10.0	34.0	34.0
Total Split (s)	10.0	26.0	26.0	18.0	34.0	34.0	10.0	56.0	56.0	10.0	56.0	56.0
Total Split (%)	9.1%	23.6%	23.6%	16.4%	30.9%	30.9%	9.1%	50.9%	50.9%	9.1%	50.9%	50.9%
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)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	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 Lost Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
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
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effect Green (s)	26.0	20.0	20.0	39.0	28.0	28.0	56.0	50.0	50.0	56.0	50.0	50.0
Actuated g/C Ratio	0.24	0.18	0.18	0.35	0.25	0.25	0.51	0.45	0.45	0.51	0.45	0.45
v/c Ratio	0.99	1.13	0.29	1.16	1.29	0.31	1.21	0.91	0.28	0.93	1.05	0.23
Control Delay	105.7	130.7	3.4	134.9	182.1	10.3	162.8	44.7	4.8	77.0	74.9	3.8
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	105.7	130.7	3.4	134.9	182.1	10.3	162.8	44.7	4.8	77.0	74.9	3.8
LOS	F	F	A	F	F	B	F	D	A	E	E	A
Approach Delay		100.7			143.7			55.0			64.0	
Approach LOS		F			F			D			E	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 105 (95%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.29

Intersection Signal Delay: 88.3

Intersection LOS: F

Intersection Capacity Utilization 107.8%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 1: TAFT AVENUE & 57TH STREET

											
Ø1	Ø2 (R)		Ø3	Ø4		Ø5	Ø6 (R)		Ø7	Ø8	
10 s	56 s		18 s	26 s		10 s	56 s		10 s	34 s	

Queues

1: TAFT AVENUE & 57TH STREET

10/17/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	150	382	126	325	613	155	180	771	228	140	887	191
v/c Ratio	0.99	1.13	0.29	1.16	1.29	0.31	1.21	0.91	0.28	0.93	1.05	0.23
Control Delay	105.7	130.7	3.4	134.9	182.1	10.3	162.8	44.7	4.8	77.0	74.9	3.8
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	105.7	130.7	3.4	134.9	182.1	10.3	162.8	44.7	4.8	77.0	74.9	3.8
Queue Length 50th (ft)	74	~313	0	~220	~554	14	~103	493	13	46	~683	4
Queue Length 95th (ft)	#185	#500	18	#402	#772	66	#246	#745	57	#169	#923	44
Internal Link Dist (ft)		956			1269			1182			652	
Turn Bay Length (ft)	450		430	550		200	200			450		325
Base Capacity (vph)	151	338	434	279	474	499	149	846	825	151	846	818
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	1.13	0.29	1.16	1.29	0.31	1.21	0.91	0.28	0.93	1.05	0.23

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: TAFT AVENUE & 57TH STREET

10/17/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	351	116	299	564	143	166	709	210	129	816	176
Future Volume (veh/h)	138	351	116	299	564	143	166	709	210	129	816	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	150	382	126	325	613	155	180	771	228	140	887	191
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	340	288	276	476	403	146	850	720	187	850	720
Arrive On Green	0.05	0.18	0.18	0.12	0.25	0.25	0.05	0.45	0.45	0.05	0.45	0.45
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	150	382	126	325	613	155	180	771	228	140	887	191
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	5.0	20.0	7.8	13.0	28.0	8.9	5.0	42.1	10.1	4.7	50.0	8.2
Cycle Q Clear(g_c), s	5.0	20.0	7.8	13.0	28.0	8.9	5.0	42.1	10.1	4.7	50.0	8.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	146	340	288	276	476	403	146	850	720	187	850	720
V/C Ratio(X)	1.02	1.12	0.44	1.18	1.29	0.38	1.23	0.91	0.32	0.75	1.04	0.27
Avail Cap(c_a), veh/h	146	340	288	276	476	403	146	850	720	187	850	720
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	45.0	40.0	33.3	41.0	33.9	26.8	27.8	19.1	25.1	30.0	18.6
Incr Delay (d2), s/veh	81.0	86.4	1.0	111.1	144.6	0.6	148.9	15.1	1.2	15.3	42.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	17.2	3.0	14.2	31.5	3.4	7.9	20.8	3.8	2.6	30.5	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	123.5	131.4	41.0	144.3	185.6	34.5	175.7	43.0	20.3	40.4	72.8	19.5
LnGrp LOS	F	F	D	F	F	C	F	D	C	D	F	B
Approach Vol, veh/h	658					1093		1179		1218		
Approach Delay, s/veh	112.3					151.9		58.8		60.7		
Approach LOS	F					F		E		E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	56.0	18.0	26.0	10.0	56.0	10.0	34.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	5.0	50.0	13.0	20.0	5.0	50.0	5.0	28.0				
Max Q Clear Time (g_c+I1), s	6.7	44.1	15.0	22.0	7.0	52.0	7.0	30.0				
Green Ext Time (p_c), s	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	92.4
HCM 6th LOS	F

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	688	2	12	1003	0	1	0	14	1	0	2
Future Vol, veh/h	0	688	2	12	1003	0	1	0	14	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	400	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	748	2	13	1090	0	1	0	15	1	0	2

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	1090	0	0	750	0	0	1866	1865	749	1873	1866	1090
Stage 1	-	-	-	-	-	-	749	749	-	1116	1116	-
Stage 2	-	-	-	-	-	-	1117	1116	-	757	750	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	640	-	-	859	-	-	56	73	412	55	73	262
Stage 1	-	-	-	-	-	-	404	419	-	252	283	-
Stage 2	-	-	-	-	-	-	252	283	-	400	419	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	640	-	-	859	-	-	55	72	412	52	72	262
Mov Cap-2 Maneuver	-	-	-	-	-	-	55	72	-	52	72	-
Stage 1	-	-	-	-	-	-	404	419	-	252	279	-
Stage 2	-	-	-	-	-	-	246	279	-	385	419	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	18.2	38.1
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	288	640	-	-	859	-	-	112
HCM Lane V/C Ratio	0.057	-	-	-	0.015	-	-	0.029
HCM Control Delay (s)	18.2	0	-	-	9.3	-	-	38.1
HCM Lane LOS	C	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

HCM 6th TWSC
3: DUFFIELD AVENUE & 50TH STREET

10/17/2023

Intersection

Int Delay, s/veh 2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	5	9	10	0
Future Vol, veh/h	0	4	5	9	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	5	10	11	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	31	11	11
Stage 1	11	-	-
Stage 2	20	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	983	1070	1608
Stage 1	1012	-	-
Stage 2	1003	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	980	1070	1608
Mov Cap-2 Maneuver	980	-	-
Stage 1	1009	-	-
Stage 2	1003	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.4	2.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1608	-	1070	-	-
HCM Lane V/C Ratio	0.003	-	0.004	-	-
HCM Control Delay (s)	7.2	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Timings

1: TAFT AVENUE & 57TH STREET

10/17/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	196	437	127	125	246	98	77	1028	277	158	938	74
Future Volume (vph)	196	437	127	125	246	98	77	1028	277	158	938	74
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	10.0	26.0	26.0	10.0	32.0	32.0	10.0	30.0	30.0	10.0	34.0	34.0
Total Split (s)	10.0	28.0	28.0	15.0	33.0	33.0	10.0	46.0	46.0	11.0	47.0	47.0
Total Split (%)	10.0%	28.0%	28.0%	15.0%	33.0%	33.0%	10.0%	46.0%	46.0%	11.0%	47.0%	47.0%
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)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	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 Lost Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
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
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effect Green (s)	28.8	22.8	22.8	37.2	27.0	27.0	46.0	40.0	40.0	48.8	43.0	43.0
Actuated g/C Ratio	0.29	0.23	0.23	0.37	0.27	0.27	0.46	0.40	0.40	0.49	0.43	0.43
v/c Ratio	0.66	1.12	0.29	0.57	0.53	0.20	0.51	1.50	0.41	0.95	1.27	0.11
Control Delay	38.0	118.8	7.1	30.5	35.7	3.2	23.9	258.4	10.3	76.5	161.2	0.6
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	38.0	118.8	7.1	30.5	35.7	3.2	23.9	258.4	10.3	76.5	161.2	0.6
LOS	D	F	A	C	D	A	C	F	B	E	F	A
Approach Delay		79.3			27.5			195.6			139.6	
Approach LOS		E			C			F			F	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 4 (4%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.50

Intersection Signal Delay: 134.0

Intersection LOS: F

Intersection Capacity Utilization 111.1%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 1: TAFT AVENUE & 57TH STREET

					
Ø1	Ø2 (R)		Ø3	Ø4	
11 s	46 s		15 s	28 s	
					
Ø5	Ø6 (R)		Ø7	Ø8	
10 s	47 s		10 s	33 s	

Queues

1: TAFT AVENUE & 57TH STREET

10/17/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	213	475	138	136	267	107	84	1117	301	172	1020	80
v/c Ratio	0.66	1.12	0.29	0.57	0.53	0.20	0.51	1.50	0.41	0.95	1.27	0.11
Control Delay	38.0	118.8	7.1	30.5	35.7	3.2	23.9	258.4	10.3	76.5	161.2	0.6
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	38.0	118.8	7.1	30.5	35.7	3.2	23.9	258.4	10.3	76.5	161.2	0.6
Queue Length 50th (ft)	94	~360	0	57	145	0	26	~993	50	59	~851	0
Queue Length 95th (ft)	#157	#555	46	101	226	22	50	#1240	116	#192	#1094	3
Internal Link Dist (ft)		956			1269			1182			652	
Turn Bay Length (ft)	450		430	550		200	200			450		325
Base Capacity (vph)	322	423	470	254	503	531	164	745	740	181	800	761
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	1.12	0.29	0.54	0.53	0.20	0.51	1.50	0.41	0.95	1.27	0.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: TAFT AVENUE & 57TH STREET

10/17/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	437	127	125	246	98	77	1028	277	158	938	74
Future Volume (veh/h)	196	437	127	125	246	98	77	1028	277	158	938	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	213	475	138	136	267	107	84	1117	301	172	1020	80
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	284	411	349	209	462	391	152	791	671	179	819	694
Arrive On Green	0.05	0.22	0.22	0.08	0.25	0.25	0.05	0.42	0.42	0.06	0.44	0.44
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	213	475	138	136	267	107	84	1117	301	172	1020	80
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	5.0	22.0	7.4	5.8	12.5	5.5	2.6	42.3	13.5	5.6	43.8	3.0
Cycle Q Clear(g_c), s	5.0	22.0	7.4	5.8	12.5	5.5	2.6	42.3	13.5	5.6	43.8	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	284	411	349	209	462	391	152	791	671	179	819	694
V/C Ratio(X)	0.75	1.15	0.40	0.65	0.58	0.27	0.55	1.41	0.45	0.96	1.25	0.12
Avail Cap(c_a), veh/h	284	411	349	250	505	428	161	791	671	179	819	694
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	39.0	33.3	29.2	33.1	30.4	23.8	28.8	20.5	24.0	28.1	16.6
Incr Delay (d2), s/veh	10.7	93.7	0.7	4.4	1.4	0.4	3.6	192.7	2.2	55.9	120.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	20.4	2.8	2.6	5.7	2.1	1.1	59.5	5.1	4.9	45.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.9	132.7	34.0	33.6	34.5	30.8	27.3	221.6	22.7	79.9	148.7	17.0
LnGrp LOS	D	F	C	C	C	C	C	F	C	E	F	B
Approach Vol, veh/h	826			510			1502			1272		
Approach Delay, s/veh	94.1			33.5			170.9			131.1		
Approach LOS	F			C			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	48.3	12.7	28.0	9.5	49.8	10.0	30.7				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	6.0	40.0	10.0	22.0	5.0	41.0	5.0	27.0				
Max Q Clear Time (g_c+l1), s	7.6	44.3	7.8	24.0	4.6	45.8	7.0	14.5				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.0	1.4				

Intersection Summary

HCM 6th Ctrl Delay	126.1
HCM 6th LOS	F

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	871	0	10	467	3	0	0	11	1	0	2
Future Vol, veh/h	1	871	0	10	467	3	0	0	11	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	400	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	947	0	11	508	3	0	0	12	1	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	511	0	0	947	0	0	1482	1482	947	1487	1481	510
Stage 1	-	-	-	-	-	-	949	949	-	532	532	-
Stage 2	-	-	-	-	-	-	533	533	-	955	949	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1054	-	-	725	-	-	103	125	317	103	125	563
Stage 1	-	-	-	-	-	-	313	339	-	531	526	-
Stage 2	-	-	-	-	-	-	531	525	-	310	339	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1054	-	-	725	-	-	101	123	317	98	123	563
Mov Cap-2 Maneuver	-	-	-	-	-	-	101	123	-	98	123	-
Stage 1	-	-	-	-	-	-	313	339	-	530	518	-
Stage 2	-	-	-	-	-	-	521	517	-	298	339	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	16.8	21.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	317	1054	-	-	725	-	-	218
HCM Lane V/C Ratio	0.038	0.001	-	-	0.015	-	-	0.015
HCM Control Delay (s)	16.8	8.4	-	-	10	-	-	21.8
HCM Lane LOS	C	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

HCM 6th TWSC
3: DUFFIELD AVENUE & 50TH STREET

10/17/2023

Intersection

Int Delay, s/veh 3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	7	7	12	0
Future Vol, veh/h	0	6	7	7	12	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	8	8	13	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	37	13	13
Stage 1	13	-	-
Stage 2	24	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	975	1067	1606
Stage 1	1010	-	-
Stage 2	999	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	970	1067	1606
Mov Cap-2 Maneuver	970	-	-
Stage 1	1005	-	-
Stage 2	999	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.4	3.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1606	-	1067	-	-
HCM Lane V/C Ratio	0.005	-	0.006	-	-
HCM Control Delay (s)	7.3	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Timings

1: TAFT AVENUE & 57TH STREET

10/17/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	196	437	127	125	246	98	77	1028	277	158	938
Future Volume (vph)	196	437	127	125	246	98	77	1028	277	158	938
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases	4		4	8		8	2		2	6	
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	20.0	20.0	5.0	20.0
Minimum Split (s)	10.0	26.0	26.0	10.0	32.0	32.0	10.0	30.0	30.0	10.0	34.0
Total Split (s)	12.0	35.0	35.0	10.0	33.0	33.0	10.0	42.0	42.0	13.0	45.0
Total Split (%)	12.0%	35.0%	35.0%	10.0%	33.0%	33.0%	10.0%	42.0%	42.0%	13.0%	45.0%
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
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min
Act Effect Green (s)	36.3	27.8	27.8	31.9	25.6	25.6	43.0	36.8	36.8	49.3	41.8
Actuated g/C Ratio	0.36	0.28	0.28	0.32	0.26	0.26	0.43	0.37	0.37	0.49	0.42
v/c Ratio	0.62	0.92	0.25	0.41	0.56	0.21	0.45	0.86	0.40	0.79	0.75
Control Delay	30.9	59.3	5.7	23.2	37.0	3.2	21.6	37.6	6.2	44.2	29.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.9	59.3	5.7	23.2	37.0	3.2	21.6	37.6	6.2	44.2	29.3
LOS	C	E	A	C	D	A	C	D	A	D	C
Approach Delay		43.0			26.3			30.4			31.3
Approach LOS		D			C			C			C

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 4 (4%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 32.7

Intersection LOS: C

Intersection Capacity Utilization 82.7%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: TAFT AVENUE & 57TH STREET

					
Ø1	Ø2 (R)		Ø3	Ø4	
13 s	42 s		10 s	35 s	
					
Ø5	Ø6 (R)		Ø7	Ø8	
10 s	45 s		12 s	33 s	

Queues

1: TAFT AVENUE & 57TH STREET

10/17/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	213	475	138	136	267	107	84	1117	301	172	1100
v/c Ratio	0.62	0.92	0.25	0.41	0.56	0.21	0.45	0.86	0.40	0.79	0.75
Control Delay	30.9	59.3	5.7	23.2	37.0	3.2	21.6	37.6	6.2	44.2	29.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.9	59.3	5.7	23.2	37.0	3.2	21.6	37.6	6.2	44.2	29.3
Queue Length 50th (ft)	91	288	0	27	145	0	27	346	16	58	320
Queue Length 95th (ft)	147	#468	42	46	226	22	53	#466	75	#169	404
Internal Link Dist (ft)		956			1269			1182			652
Turn Bay Length (ft)	450		430	550		200	200			450	
Base Capacity (vph)	346	540	559	330	503	531	186	1301	747	219	1468
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.88	0.25	0.41	0.53	0.20	0.45	0.86	0.40	0.79	0.75

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: TAFT AVENUE & 57TH STREET

10/17/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	437	127	125	246	98	77	1028	277	158	938	74
Future Volume (veh/h)	196	437	127	125	246	98	77	1028	277	158	938	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	213	475	138	136	267	107	84	1117	301	172	1020	80
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	327	514	435	357	474	402	230	1347	601	245	1373	108
Arrive On Green	0.07	0.27	0.27	0.05	0.25	0.25	0.05	0.38	0.38	0.08	0.41	0.41
Sat Flow, veh/h	1781	1870	1585	3456	1870	1585	1781	3554	1585	1781	3338	262
Grp Volume(v), veh/h	213	475	138	136	267	107	84	1117	301	172	543	557
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1870	1585	1781	1777	1585	1781	1777	1823
Q Serve(g_s), s	7.0	24.7	6.9	2.9	12.4	5.4	2.8	28.5	14.6	5.8	25.9	25.9
Cycle Q Clear(g_c), s	7.0	24.7	6.9	2.9	12.4	5.4	2.8	28.5	14.6	5.8	25.9	25.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	327	514	435	357	474	402	230	1347	601	245	731	750
V/C Ratio(X)	0.65	0.92	0.32	0.38	0.56	0.27	0.36	0.83	0.50	0.70	0.74	0.74
Avail Cap(c_a), veh/h	327	542	460	360	505	428	239	1347	601	250	731	750
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.7	35.3	28.8	28.1	32.5	29.9	20.5	28.1	23.8	22.5	25.0	25.0
Incr Delay (d2), s/veh	4.5	21.2	0.4	0.7	1.3	0.4	1.0	6.0	3.0	8.2	6.7	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	13.7	2.6	1.2	5.6	2.0	1.2	12.2	5.7	2.7	11.4	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	56.5	29.2	28.8	33.8	30.2	21.4	34.1	26.8	30.8	31.7	31.5
LnGrp LOS	C	E	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		826			510			1502			1272	
Approach Delay, s/veh		46.2			31.7			31.9			31.5	
Approach LOS		D			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	43.9	9.9	33.5	9.5	47.1	12.0	31.4				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	8.0	36.0	5.0	29.0	5.0	39.0	7.0	27.0				
Max Q Clear Time (g_c+I1), s	7.8	30.5	4.9	26.7	4.8	27.9	9.0	14.4				
Green Ext Time (p_c), s	0.0	3.6	0.0	0.8	0.0	4.9	0.0	1.4				

Intersection Summary

HCM 6th Ctrl Delay	34.6
HCM 6th LOS	C

Timings

1: TAFT AVENUE & 57TH STREET

10/17/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	351	116	299	564	143	166	942	210	129	1088	176
Future Volume (vph)	138	351	116	299	564	143	166	942	210	129	1088	176
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	10.0	26.0	26.0	10.0	32.0	32.0	10.0	30.0	30.0	10.0	34.0	34.0
Total Split (s)	10.0	26.0	26.0	18.0	34.0	34.0	10.0	56.0	56.0	10.0	56.0	56.0
Total Split (%)	9.1%	23.6%	23.6%	16.4%	30.9%	30.9%	9.1%	50.9%	50.9%	9.1%	50.9%	50.9%
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)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	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 Lost Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
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
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effect Green (s)	26.0	20.0	20.0	39.0	28.0	28.0	56.0	50.0	50.0	56.0	50.0	50.0
Actuated g/C Ratio	0.24	0.18	0.18	0.35	0.25	0.25	0.51	0.45	0.45	0.51	0.45	0.45
v/c Ratio	0.99	1.13	0.29	1.16	1.29	0.31	1.21	1.21	0.28	0.94	1.40	0.23
Control Delay	105.7	130.7	3.4	134.9	182.1	10.3	162.8	134.8	5.7	80.8	214.0	3.9
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	105.7	130.7	3.4	134.9	182.1	10.3	162.8	134.8	5.7	80.8	214.0	3.9
LOS	F	F	A	F	F	B	F	F	A	F	F	A
Approach Delay		100.7			143.7			117.8			175.2	
Approach LOS		F			F			F			F	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 105 (95%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.40

Intersection Signal Delay: 139.9

Intersection LOS: F

Intersection Capacity Utilization 122.1%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 1: TAFT AVENUE & 57TH STREET

											
10 s	56 s		18 s	26 s		10 s	34 s				
											
10 s	56 s		10 s	34 s							

Queues

1: TAFT AVENUE & 57TH STREET

10/17/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	150	382	126	325	613	155	180	1024	228	140	1183	191
v/c Ratio	0.99	1.13	0.29	1.16	1.29	0.31	1.21	1.21	0.28	0.94	1.40	0.23
Control Delay	105.7	130.7	3.4	134.9	182.1	10.3	162.8	134.8	5.7	80.8	214.0	3.9
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	105.7	130.7	3.4	134.9	182.1	10.3	162.8	134.8	5.7	80.8	214.0	3.9
Queue Length 50th (ft)	74	~313	0	~220	~554	14	~103	~885	19	47	~1119	5
Queue Length 95th (ft)	#185	#500	18	#402	#772	66	#246	#1134	64	#172	#1374	44
Internal Link Dist (ft)		956			1269			1182			652	
Turn Bay Length (ft)	450		430	550		200	200			450		325
Base Capacity (vph)	151	338	434	279	474	499	149	846	817	149	846	817
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	1.13	0.29	1.16	1.29	0.31	1.21	1.21	0.28	0.94	1.40	0.23

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: TAFT AVENUE & 57TH STREET

10/17/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	351	116	299	564	143	166	942	210	129	1088	176
Future Volume (veh/h)	138	351	116	299	564	143	166	942	210	129	1088	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	150	382	126	325	613	155	180	1024	228	140	1183	191
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	340	288	276	476	403	146	850	720	146	850	720
Arrive On Green	0.05	0.18	0.18	0.12	0.25	0.25	0.05	0.45	0.45	0.05	0.45	0.45
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	150	382	126	325	613	155	180	1024	228	140	1183	191
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	5.0	20.0	7.8	13.0	28.0	8.9	5.0	50.0	10.1	4.7	50.0	8.2
Cycle Q Clear(g_c), s	5.0	20.0	7.8	13.0	28.0	8.9	5.0	50.0	10.1	4.7	50.0	8.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	146	340	288	276	476	403	146	850	720	146	850	720
V/C Ratio(X)	1.02	1.12	0.44	1.18	1.29	0.38	1.23	1.20	0.32	0.96	1.39	0.27
Avail Cap(c_a), veh/h	146	340	288	276	476	403	146	850	720	146	850	720
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	45.0	40.0	33.3	41.0	33.9	26.8	30.0	19.1	26.3	30.0	18.6
Incr Delay (d2), s/veh	81.0	86.4	1.0	111.1	144.6	0.6	148.9	103.1	1.2	61.0	183.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	17.2	3.0	14.2	31.5	3.4	7.9	44.8	3.8	4.3	63.7	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	123.5	131.4	41.0	144.3	185.6	34.5	175.7	133.1	20.3	87.3	213.4	19.5
LnGrp LOS	F	F	D	F	F	C	F	F	C	F	F	B
Approach Vol, veh/h	658			1093			1432			1514		
Approach Delay, s/veh	112.3			151.9			120.5			177.3		
Approach LOS	F			F			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	56.0	18.0	26.0	10.0	56.0	10.0	34.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	5.0	50.0	13.0	20.0	5.0	50.0	5.0	28.0				
Max Q Clear Time (g_c+I1), s	6.7	52.0	15.0	22.0	7.0	52.0	7.0	30.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	145.0
HCM 6th LOS	F

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	688	2	12	1003	0	1	0	14	1	0	2
Future Vol, veh/h	0	688	2	12	1003	0	1	0	14	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	400	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	748	2	13	1090	0	1	0	15	1	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1090	0	0	750	0	0	1866	1865	749	1873	1866	1090
Stage 1	-	-	-	-	-	-	749	749	-	1116	1116	-
Stage 2	-	-	-	-	-	-	1117	1116	-	757	750	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	640	-	-	859	-	-	56	73	412	55	73	262
Stage 1	-	-	-	-	-	-	404	419	-	252	283	-
Stage 2	-	-	-	-	-	-	252	283	-	400	419	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	640	-	-	859	-	-	55	72	412	52	72	262
Mov Cap-2 Maneuver	-	-	-	-	-	-	55	72	-	52	72	-
Stage 1	-	-	-	-	-	-	404	419	-	252	279	-
Stage 2	-	-	-	-	-	-	246	279	-	385	419	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	18.2	38.1
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	288	640	-	-	859	-	-	112
HCM Lane V/C Ratio	0.057	-	-	-	0.015	-	-	0.029
HCM Control Delay (s)	18.2	0	-	-	9.3	-	-	38.1
HCM Lane LOS	C	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

HCM 6th TWSC
3: DUFFIELD AVENUE & 50TH STREET

10/17/2023

Intersection

Int Delay, s/veh 2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	5	9	10	0
Future Vol, veh/h	0	4	5	9	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	5	10	11	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	31	11	11
Stage 1	11	-	-
Stage 2	20	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	983	1070	1608
Stage 1	1012	-	-
Stage 2	1003	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	980	1070	1608
Mov Cap-2 Maneuver	980	-	-
Stage 1	1009	-	-
Stage 2	1003	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.4	2.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1608	-	1070	-	-
HCM Lane V/C Ratio	0.003	-	0.004	-	-
HCM Control Delay (s)	7.2	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Timings

1: TAFT AVENUE & 57TH STREET

10/17/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	138	351	116	299	564	143	166	942	210	129	1088
Future Volume (vph)	138	351	116	299	564	143	166	942	210	129	1088
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases	4		4	8		8	2		2	6	
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	20.0	20.0	5.0	20.0
Minimum Split (s)	10.0	26.0	26.0	10.0	32.0	32.0	10.0	30.0	30.0	10.0	34.0
Total Split (s)	10.0	39.0	39.0	11.0	40.0	40.0	12.0	48.0	48.0	12.0	48.0
Total Split (%)	9.1%	35.5%	35.5%	10.0%	36.4%	36.4%	10.9%	43.6%	43.6%	10.9%	43.6%
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
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min
Act Effect Green (s)	39.0	33.0	33.0	41.0	34.0	34.0	50.0	42.0	42.0	50.0	42.0
Actuated g/C Ratio	0.35	0.30	0.30	0.37	0.31	0.31	0.45	0.38	0.38	0.45	0.38
v/c Ratio	1.00	0.68	0.22	0.63	1.07	0.27	0.99	0.76	0.31	0.69	1.03
Control Delay	103.0	41.3	5.8	28.7	93.8	8.6	90.8	34.0	4.1	34.4	66.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.0	41.3	5.8	28.7	93.8	8.6	90.8	34.0	4.1	34.4	66.3
LOS	F	D	A	C	F	A	F	C	A	C	E
Approach Delay		48.6			62.4			36.4			63.4
Approach LOS		D			E			D			E

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 105 (95%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.07

Intersection Signal Delay: 52.8

Intersection LOS: D

Intersection Capacity Utilization 100.5%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 1: TAFT AVENUE & 57TH STREET

					
Ø1	Ø2 (R)		Ø3	Ø4	
12 s	48 s		11 s	39 s	
					
Ø5	Ø6 (R)		Ø7	Ø8	
12 s	48 s		10 s	40 s	

Queues

1: TAFT AVENUE & 57TH STREET

10/17/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	150	382	126	325	613	155	180	1024	228	140	1374
v/c Ratio	1.00	0.68	0.22	0.63	1.07	0.27	0.99	0.76	0.31	0.69	1.03
Control Delay	103.0	41.3	5.8	28.7	93.8	8.6	90.8	34.0	4.1	34.4	66.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.0	41.3	5.8	28.7	93.8	8.6	90.8	34.0	4.1	34.4	66.3
Queue Length 50th (ft)	67	237	0	75	~479	13	76	326	0	52	~543
Queue Length 95th (ft)	#191	346	42	108	#697	61	#221	407	48	#111	#683
Internal Link Dist (ft)		956			1269			1182			652
Turn Bay Length (ft)	450		430	550		200	200			450	
Base Capacity (vph)	150	558	565	517	575	578	181	1351	745	204	1334
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.68	0.22	0.63	1.07	0.27	0.99	0.76	0.31	0.69	1.03

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: TAFT AVENUE & 57TH STREET

10/17/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	351	116	299	564	143	166	942	210	129	1088	176
Future Volume (veh/h)	138	351	116	299	564	143	166	942	210	129	1088	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	150	382	126	325	613	155	180	1024	228	140	1183	191
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	561	476	528	578	490	179	1357	605	237	1171	188
Arrive On Green	0.05	0.30	0.30	0.05	0.31	0.31	0.06	0.38	0.38	0.06	0.38	0.38
Sat Flow, veh/h	1781	1870	1585	3456	1870	1585	1781	3554	1585	1781	3066	493
Grp Volume(v), veh/h	150	382	126	325	613	155	180	1024	228	140	683	691
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1870	1585	1781	1777	1585	1781	1777	1782
Q Serve(g_s), s	5.0	19.8	6.6	6.0	34.0	8.2	7.0	27.5	11.4	5.2	42.0	42.0
Cycle Q Clear(g_c), s	5.0	19.8	6.6	6.0	34.0	8.2	7.0	27.5	11.4	5.2	42.0	42.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	146	561	476	528	578	490	179	1357	605	237	678	680
V/C Ratio(X)	1.02	0.68	0.26	0.62	1.06	0.32	1.01	0.75	0.38	0.59	1.01	1.02
Avail Cap(c_a), veh/h	146	561	476	528	578	490	179	1357	605	237	678	680
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	33.9	29.3	30.5	38.0	29.1	27.9	29.5	24.5	23.4	34.0	34.0
Incr Delay (d2), s/veh	81.0	3.3	0.3	2.2	54.4	0.4	69.0	3.9	1.8	3.8	36.3	38.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	9.2	2.5	1.3	23.6	3.1	6.1	11.8	4.4	2.3	23.6	24.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	116.3	37.2	29.6	32.7	92.4	29.5	96.9	33.5	26.3	27.2	70.3	72.4
LnGrp LOS	F	D	C	C	F	C	F	C	C	C	F	F
Approach Vol, veh/h	658		1093				1432		1514			
Approach Delay, s/veh	53.8		65.7				40.3		67.3			
Approach LOS	D		E				D		E			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	48.0	11.0	39.0	12.0	48.0	10.0	40.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	7.0	42.0	6.0	33.0	7.0	42.0	5.0	34.0				
Max Q Clear Time (g_c+l1), s	7.2	29.5	8.0	21.8	9.0	44.0	7.0	36.0				
Green Ext Time (p_c), s	0.0	5.9	0.0	2.0	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	56.8
HCM 6th LOS	E

APPENDIX H – Future (with site development) Synchro Outputs

Queues

1: TAFT AVENUE & 57TH STREET

02/14/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	213	478	138	153	276	115	84	834	307	175	770	80
v/c Ratio	0.68	1.14	0.30	0.63	0.55	0.22	0.51	1.12	0.40	0.97	0.96	0.11
Control Delay (s/veh)	39.0	125.1	7.1	33.0	36.2	3.9	23.9	101.0	7.5	80.7	53.7	0.6
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 (s/veh)	39.0	125.1	7.1	33.0	36.2	3.9	23.9	101.0	7.5	80.7	53.7	0.6
Queue Length 50th (ft)	94	~364	0	65	151	0	26	~616	31	61	~490	0
Queue Length 95th (ft)	#160	#560	46	112	234	28	50	#846	92	#197	#745	3
Internal Link Dist (ft)		956			642			1182			652	
Turn Bay Length (ft)	450		430	550		200	200			450		325
Base Capacity (vph)	315	419	467	254	503	531	164	745	770	181	800	761
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	1.14	0.30	0.60	0.55	0.22	0.51	1.12	0.40	0.97	0.96	0.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: TAFT AVENUE & 57TH STREET

02/14/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	440	127	141	254	106	77	767	282	161	708	74
Future Volume (veh/h)	196	440	127	141	254	106	77	767	282	161	708	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	213	478	138	153	276	115	84	834	307	175	770	80
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	411	349	222	476	403	173	778	659	179	805	682
Arrive On Green	0.05	0.22	0.22	0.08	0.25	0.25	0.05	0.42	0.42	0.06	0.43	0.43
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	213	478	138	153	276	115	84	834	307	175	770	80
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	5.0	22.0	7.4	6.5	12.9	5.8	2.7	41.6	14.0	5.8	39.8	3.0
Cycle Q Clear(g_c), s	5.0	22.0	7.4	6.5	12.9	5.8	2.7	41.6	14.0	5.8	39.8	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	285	411	349	222	476	403	173	778	659	179	805	682
V/C Ratio(X)	0.75	1.16	0.40	0.69	0.58	0.29	0.48	1.07	0.47	0.98	0.96	0.12
Avail Cap(c_a), veh/h	285	411	349	250	505	428	182	778	659	179	805	682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	39.0	33.3	28.7	32.6	30.0	23.5	29.2	21.2	24.1	27.6	17.1
Incr Delay (d2), s/veh	10.3	96.5	0.7	6.7	1.5	0.4	2.1	53.5	2.4	60.7	22.7	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	20.7	2.8	3.1	5.8	2.2	1.1	28.5	5.3	5.2	21.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.4	135.5	34.0	35.4	34.1	30.4	25.6	82.8	23.5	84.9	50.2	17.4
LnGrp LOS	D	F	C	D	C	C	C	F	C	F	D	B
Approach Vol, veh/h		829			544			1225			1025	
Approach Delay, s/veh		95.7			33.7			64.0			53.6	
Approach LOS		F			C			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	47.6	13.4	28.0	9.5	49.1	10.0	31.4				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	6.0	40.0	10.0	22.0	5.0	41.0	5.0	27.0				
Max Q Clear Time (g_c+I1), s	7.8	43.6	8.5	24.0	4.7	41.8	7.0	14.9				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.0	1.5				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			63.7									
HCM 6th LOS			E									

Intersection

Int Delay, s/veh 4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	911	5	42	467	3	32	0	67	1	0	2
Future Vol, veh/h	1	911	5	42	467	3	32	0	67	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	400	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	990	5	46	508	3	35	0	73	1	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	511	0	0	995	0	0	1598	1598	993	1633	1599	510
Stage 1	-	-	-	-	-	-	995	995	-	602	602	-
Stage 2	-	-	-	-	-	-	603	603	-	1031	997	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1054	-	-	695	-	-	86	106	298	81	106	563
Stage 1	-	-	-	-	-	-	295	323	-	486	489	-
Stage 2	-	-	-	-	-	-	486	488	-	281	322	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1054	-	-	695	-	-	81	99	298	58	99	563
Mov Cap-2 Maneuver	-	-	-	-	-	-	81	99	-	58	99	-
Stage 1	-	-	-	-	-	-	295	323	-	486	457	-
Stage 2	-	-	-	-	-	-	452	456	-	212	322	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.9	64.4	30.6
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	160	1054	-	-	695	-	-	144
HCM Lane V/C Ratio	0.673	0.001	-	-	0.066	-	-	0.023
HCM Control Delay (s/veh)	64.4	8.4	-	-	10.5	-	-	30.6
HCM Lane LOS	F	A	-	-	B	-	-	D
HCM 95th %tile Q (veh)	3.9	0	-	-	0.2	-	-	0.1

HCM 6th TWSC
3: DUFFIELD AVENUE & 50TH STREET

02/14/2024

Intersection

Int Delay, s/veh 2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	6	7	10	20	24
Future Vol, veh/h	8	6	7	10	20	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	7	8	11	22	26

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	62	35	48
Stage 1	35	-	-
Stage 2	27	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	944	1038	1559
Stage 1	987	-	-
Stage 2	996	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	939	1038	1559
Mov Cap-2 Maneuver	939	-	-
Stage 1	982	-	-
Stage 2	996	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.7	3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1559	-	979	-	-
HCM Lane V/C Ratio	0.005	-	0.016	-	-
HCM Control Delay (s/veh)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0	-	-

HCM 6th TWSC

4: RIRO ACCESS & 57TH STREET

02/14/2024

Intersection

Int Delay, s/veh 0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	877	6	0	501	0	40
Future Vol, veh/h	877	6	0	501	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	953	7	0	545	0	43

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 957
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.22
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.318
Pot Cap-1 Maneuver	-	-	0 - 0 313
Stage 1	-	-	0 - 0
Stage 2	-	-	0 - 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 313
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	18.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	313	-	-	-
HCM Lane V/C Ratio	0.139	-	-	-
HCM Control Delay (s/veh)	18.3	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q (veh)	0.5	-	-	-

Queues

1: TAFT AVENUE & 57TH STREET

02/14/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	150	391	126	337	618	161	180	771	247	150	887	191
v/c Ratio	0.99	1.16	0.29	1.21	1.30	0.32	1.21	0.91	0.30	0.99	1.05	0.23
Control Delay (s/veh)	105.7	139.6	3.4	150.6	186.3	10.9	162.8	44.7	4.8	94.0	74.9	3.8
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 (s/veh)	105.7	139.6	3.4	150.6	186.3	10.9	162.8	44.7	4.8	94.0	74.9	3.8
Queue Length 50th (ft)	74	~326	0	~238	~561	17	~103	493	14	53	~683	4
Queue Length 95th (ft)	#185	#515	18	#421	#781	71	#246	#745	60	#189	#923	44
Internal Link Dist (ft)		956			662			1182			652	
Turn Bay Length (ft)	450		430	550		200	200			450		325
Base Capacity (vph)	151	338	434	279	474	499	149	846	834	151	846	818
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	1.16	0.29	1.21	1.30	0.32	1.21	0.91	0.30	0.99	1.05	0.23

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: TAFT AVENUE & 57TH STREET

02/14/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	360	116	310	569	148	166	709	227	138	816	176
Future Volume (veh/h)	138	360	116	310	569	148	166	709	227	138	816	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	150	391	126	337	618	161	180	771	247	150	887	191
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	340	288	276	476	403	146	850	720	186	850	720
Arrive On Green	0.05	0.18	0.18	0.12	0.25	0.25	0.05	0.45	0.45	0.05	0.45	0.45
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	150	391	126	337	618	161	180	771	247	150	887	191
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	5.0	20.0	7.8	13.0	28.0	9.3	5.0	42.1	11.1	5.0	50.0	8.2
Cycle Q Clear(g_c), s	5.0	20.0	7.8	13.0	28.0	9.3	5.0	42.1	11.1	5.0	50.0	8.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	146	340	288	276	476	403	146	850	720	186	850	720
V/C Ratio(X)	1.02	1.15	0.44	1.22	1.30	0.40	1.23	0.91	0.34	0.81	1.04	0.27
Avail Cap(c_a), veh/h	146	340	288	276	476	403	146	850	720	186	850	720
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	45.0	40.0	33.3	41.0	34.0	26.8	27.8	19.4	25.6	30.0	18.6
Incr Delay (d2), s/veh	81.0	95.9	1.0	127.6	149.0	0.6	148.9	15.1	1.3	22.1	42.8	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	18.1	3.0	15.5	32.1	3.6	7.9	20.8	4.2	3.1	30.5	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	123.5	140.9	41.0	160.9	190.0	34.7	175.7	43.0	20.7	47.7	72.8	19.5
LnGrp LOS	F	F	D	F	F	C	F	D	C	D	F	B
Approach Vol, veh/h	667			1116			1198			1228		
Approach Delay, s/veh	118.2			158.8			58.3			61.4		
Approach LOS	F			F			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	56.0	18.0	26.0	10.0	56.0	10.0	34.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	5.0	50.0	13.0	20.0	5.0	50.0	5.0	28.0				
Max Q Clear Time (g_c+I1), s	7.0	44.1	15.0	22.0	7.0	52.0	7.0	30.0				
Green Ext Time (p_c), s	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	95.3											
HCM 6th LOS	F											

Intersection

Int Delay, s/veh 6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	714	20	117	1003	0	22	0	51	1	0	2
Future Vol, veh/h	0	714	20	117	1003	0	22	0	51	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	400	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	776	22	127	1090	0	24	0	55	1	0	2

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	1090	0	0	798
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	640	-	-	824
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	640	-	-	824
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	1.1	158.4	63.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	87	640	-	-	824	-	-	65
HCM Lane V/C Ratio	0.912	-	-	-	0.154	-	-	0.05
HCM Control Delay (s/veh)	158.4	0	-	-	10.2	-	-	63.3
HCM Lane LOS	F	A	-	-	B	-	-	F
HCM 95th %tile Q (veh)	5	0	-	-	0.5	-	-	0.2

HCM 6th TWSC
3: DUFFIELD AVENUE & 50TH STREET

02/14/2024

Intersection

Int Delay, s/veh 3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	4	5	18	15	16
Future Vol, veh/h	26	4	5	18	15	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	4	5	20	16	17

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	55	25	33
Stage 1	25	-	-
Stage 2	30	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	953	1051	1579
Stage 1	998	-	-
Stage 2	993	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	950	1051	1579
Mov Cap-2 Maneuver	950	-	-
Stage 1	995	-	-
Stage 2	993	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.9	1.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1579	-	962	-	-
HCM Lane V/C Ratio	0.003	-	0.034	-	-
HCM Control Delay (s/veh)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	708	18	0	1027	0	26
Future Vol, veh/h	708	18	0	1027	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	770	20	0	1116	0	28

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 780
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.22
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.318
Pot Cap-1 Maneuver	-	-	0 - 0 395
Stage 1	-	-	0 - 0
Stage 2	-	-	0 - 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 395
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	395	-	-	-
HCM Lane V/C Ratio	0.072	-	-	-
HCM Control Delay (s/veh)	14.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q (veh)	0.2	-	-	-

Queues

1: TAFT AVENUE & 57TH STREET

02/14/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	213	478	138	153	276	115	84	1117	307	175	1020	80
v/c Ratio	0.68	1.14	0.30	0.63	0.55	0.22	0.51	1.50	0.41	0.97	1.27	0.11
Control Delay (s/veh)	39.0	125.1	7.1	33.0	36.2	3.9	23.9	258.4	10.4	80.7	161.2	0.6
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 (s/veh)	39.0	125.1	7.1	33.0	36.2	3.9	23.9	258.4	10.4	80.7	161.2	0.6
Queue Length 50th (ft)	94	~364	0	65	151	0	26	~993	51	61	~851	0
Queue Length 95th (ft)	#160	#560	46	112	234	28	50	#1240	119	#197	#1094	3
Internal Link Dist (ft)		956			662			1182			652	
Turn Bay Length (ft)	450		430	550		200	200			450		325
Base Capacity (vph)	315	419	467	254	503	531	164	745	741	181	800	761
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	1.14	0.30	0.60	0.55	0.22	0.51	1.50	0.41	0.97	1.28	0.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: TAFT AVENUE & 57TH STREET

02/14/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	440	127	141	254	106	77	1028	282	161	938	74
Future Volume (veh/h)	196	440	127	141	254	106	77	1028	282	161	938	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	213	478	138	153	276	115	84	1117	307	175	1020	80
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	411	349	222	476	403	152	778	659	179	805	682
Arrive On Green	0.05	0.22	0.22	0.08	0.25	0.25	0.05	0.42	0.42	0.06	0.43	0.43
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	213	478	138	153	276	115	84	1117	307	175	1020	80
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	5.0	22.0	7.4	6.5	12.9	5.8	2.7	41.6	14.0	5.8	43.1	3.0
Cycle Q Clear(g_c), s	5.0	22.0	7.4	6.5	12.9	5.8	2.7	41.6	14.0	5.8	43.1	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	285	411	349	222	476	403	152	778	659	179	805	682
V/C Ratio(X)	0.75	1.16	0.40	0.69	0.58	0.29	0.55	1.44	0.47	0.98	1.27	0.12
Avail Cap(c_a), veh/h	285	411	349	250	505	428	161	778	659	179	805	682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	39.0	33.3	28.7	32.6	30.0	23.9	29.2	21.2	24.1	28.5	17.1
Incr Delay (d2), s/veh	10.3	96.5	0.7	6.7	1.5	0.4	3.6	203.8	2.4	60.7	129.8	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	20.7	2.8	3.1	5.8	2.2	1.2	60.9	5.3	5.2	46.4	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.4	135.5	34.0	35.4	34.1	30.4	27.5	233.0	23.5	84.9	158.3	17.4
LnGrp LOS	D	F	C	D	C	C	C	F	C	F	F	B
Approach Vol, veh/h		829			544			1508			1275	
Approach Delay, s/veh		95.7			33.7			178.9			139.3	
Approach LOS		F			C			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	47.6	13.4	28.0	9.5	49.1	10.0	31.4				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	6.0	40.0	10.0	22.0	5.0	41.0	5.0	27.0				
Max Q Clear Time (g_c+I1), s	7.8	43.6	8.5	24.0	4.7	45.1	7.0	14.9				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.0	1.5				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			131.2									
HCM 6th LOS			F									

Intersection

Int Delay, s/veh 4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	911	5	42	467	3	32	0	67	1	0	2
Future Vol, veh/h	1	911	5	42	467	3	32	0	67	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	400	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	990	5	46	508	3	35	0	73	1	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	511	0	0	995	0	0	1598	1598	993	1633	1599	510
Stage 1	-	-	-	-	-	-	995	995	-	602	602	-
Stage 2	-	-	-	-	-	-	603	603	-	1031	997	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1054	-	-	695	-	-	86	106	298	81	106	563
Stage 1	-	-	-	-	-	-	295	323	-	486	489	-
Stage 2	-	-	-	-	-	-	486	488	-	281	322	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1054	-	-	695	-	-	81	99	298	58	99	563
Mov Cap-2 Maneuver	-	-	-	-	-	-	81	99	-	58	99	-
Stage 1	-	-	-	-	-	-	295	323	-	486	457	-
Stage 2	-	-	-	-	-	-	452	456	-	212	322	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.9	64.4	30.6
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	160	1054	-	-	695	-	-	144
HCM Lane V/C Ratio	0.673	0.001	-	-	0.066	-	-	0.023
HCM Control Delay (s/veh)	64.4	8.4	-	-	10.5	-	-	30.6
HCM Lane LOS	F	A	-	-	B	-	-	D
HCM 95th %tile Q (veh)	3.9	0	-	-	0.2	-	-	0.1

HCM 6th TWSC
3: DUFFIELD AVENUE & 50TH STREET

02/14/2024

Intersection

Int Delay, s/veh 2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	6	7	10	20	24
Future Vol, veh/h	8	6	7	10	20	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	7	8	11	22	26

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	62	35	48
Stage 1	35	-	-
Stage 2	27	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	944	1038	1559
Stage 1	987	-	-
Stage 2	996	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	939	1038	1559
Mov Cap-2 Maneuver	939	-	-
Stage 1	982	-	-
Stage 2	996	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.7	3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1559	-	979	-	-
HCM Lane V/C Ratio	0.005	-	0.016	-	-
HCM Control Delay (s/veh)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0	-	-

Intersection

Int Delay, s/veh 0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	877	6	0	501	0	40
Future Vol, veh/h	877	6	0	501	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	953	7	0	545	0	43

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 957
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.22
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.318
Pot Cap-1 Maneuver	-	-	0 - 0 313
Stage 1	-	-	0 - 0
Stage 2	-	-	0 - 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 313
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	18.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	313	-	-	-
HCM Lane V/C Ratio	0.139	-	-	-
HCM Control Delay (s/veh)	18.3	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q (veh)	0.5	-	-	-

Queues

1: TAFT AVENUE & 57TH STREET

11/14/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	213	478	138	153	276	115	84	1117	307	175	1100
v/c Ratio	0.63	0.92	0.25	0.46	0.57	0.22	0.46	0.86	0.41	0.80	0.75
Control Delay (s/veh)	31.3	59.6	5.7	24.1	37.4	4.0	21.8	37.9	6.6	46.1	29.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.3	59.6	5.7	24.1	37.4	4.0	21.8	37.9	6.6	46.1	29.4
Queue Length 50th (ft)	91	291	0	30	151	0	27	346	20	60	320
Queue Length 95th (ft)	147	#473	42	51	234	28	53	#466	80	#174	404
Internal Link Dist (ft)		956			1269			1182			652
Turn Bay Length (ft)	450		430	550		200	200			450	
Base Capacity (vph)	340	540	559	331	503	531	184	1296	744	219	1466
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.89	0.25	0.46	0.55	0.22	0.46	0.86	0.41	0.80	0.75

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: TAFT AVENUE & 57TH STREET

11/14/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	440	127	141	254	106	77	1028	282	161	938	74
Future Volume (veh/h)	196	440	127	141	254	106	77	1028	282	161	938	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	213	478	138	153	276	115	84	1117	307	175	1020	80
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	323	516	437	360	479	406	229	1334	595	245	1365	107
Arrive On Green	0.07	0.28	0.28	0.05	0.26	0.26	0.05	0.38	0.38	0.08	0.41	0.41
Sat Flow, veh/h	1781	1870	1585	3456	1870	1585	1781	3554	1585	1781	3338	262
Grp Volume(v), veh/h	213	478	138	153	276	115	84	1117	307	175	543	557
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1870	1585	1781	1777	1585	1781	1777	1823
Q Serve(g_s), s	7.0	24.9	6.9	3.2	12.9	5.8	2.9	28.6	15.0	5.9	26.0	26.0
Cycle Q Clear(g_c), s	7.0	24.9	6.9	3.2	12.9	5.8	2.9	28.6	15.0	5.9	26.0	26.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	323	516	437	360	479	406	229	1334	595	245	727	746
V/C Ratio(X)	0.66	0.93	0.32	0.43	0.58	0.28	0.37	0.84	0.52	0.71	0.75	0.75
Avail Cap(c_a), veh/h	323	542	460	360	505	428	237	1334	595	248	727	746
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.6	35.2	28.7	28.1	32.5	29.8	20.7	28.4	24.2	22.6	25.2	25.2
Incr Delay (d2), s/veh	4.9	21.6	0.4	0.8	1.5	0.4	1.0	6.4	3.2	9.1	6.9	6.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	13.9	2.6	1.3	5.8	2.2	1.2	12.4	5.9	2.9	11.5	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.5	56.8	29.1	28.9	33.9	30.2	21.7	34.8	27.4	31.8	32.1	31.9
LnGrp LOS	C	E	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		829			544			1508			1275	
Approach Delay, s/veh		46.5			31.7			32.6			32.0	
Approach LOS		D			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.9	43.6	10.0	33.6	9.5	46.9	12.0	31.6				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	8.0	36.0	5.0	29.0	5.0	39.0	7.0	27.0				
Max Q Clear Time (g_c+I1), s	7.9	30.6	5.2	26.9	4.9	28.0	9.0	14.9				
Green Ext Time (p_c), s	0.0	3.5	0.0	0.7	0.0	4.9	0.0	1.5				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			35.0									
HCM 6th LOS			D									

Queues

1: TAFT AVENUE & 57TH STREET

02/14/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	150	391	126	337	618	161	180	1024	247	150	1183	191
v/c Ratio	0.99	1.16	0.29	1.21	1.30	0.32	1.21	1.21	0.30	1.01	1.40	0.23
Control Delay (s/veh)	105.7	139.6	3.4	150.6	186.3	10.9	162.8	134.8	6.6	98.5	214.0	3.9
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 (s/veh)	105.7	139.6	3.4	150.6	186.3	10.9	162.8	134.8	6.6	98.5	214.0	3.9
Queue Length 50th (ft)	74	~326	0	~238	~561	17	~103	~885	27	~56	~1119	5
Queue Length 95th (ft)	#185	#515	18	#421	#781	71	#246	#1134	76	#192	#1374	44
Internal Link Dist (ft)		956			632			1182			652	
Turn Bay Length (ft)	450		430	550		200	200			450		325
Base Capacity (vph)	151	338	434	279	474	499	149	846	817	149	846	817
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	1.16	0.29	1.21	1.30	0.32	1.21	1.21	0.30	1.01	1.40	0.23

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: TAFT AVENUE & 57TH STREET

02/14/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	360	116	310	569	148	166	942	227	138	1088	176
Future Volume (veh/h)	138	360	116	310	569	148	166	942	227	138	1088	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	150	391	126	337	618	161	180	1024	247	150	1183	191
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	340	288	276	476	403	146	850	720	146	850	720
Arrive On Green	0.05	0.18	0.18	0.12	0.25	0.25	0.05	0.45	0.45	0.05	0.45	0.45
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	150	391	126	337	618	161	180	1024	247	150	1183	191
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	5.0	20.0	7.8	13.0	28.0	9.3	5.0	50.0	11.1	5.0	50.0	8.2
Cycle Q Clear(g_c), s	5.0	20.0	7.8	13.0	28.0	9.3	5.0	50.0	11.1	5.0	50.0	8.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	146	340	288	276	476	403	146	850	720	146	850	720
V/C Ratio(X)	1.02	1.15	0.44	1.22	1.30	0.40	1.23	1.20	0.34	1.02	1.39	0.27
Avail Cap(c_a), veh/h	146	340	288	276	476	403	146	850	720	146	850	720
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	45.0	40.0	33.3	41.0	34.0	26.8	30.0	19.4	26.8	30.0	18.6
Incr Delay (d2), s/veh	81.0	95.9	1.0	127.6	149.0	0.6	148.9	103.1	1.3	81.0	183.4	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	18.1	3.0	15.5	32.1	3.6	7.9	44.8	4.2	5.2	63.7	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	123.5	140.9	41.0	160.9	190.0	34.7	175.7	133.1	20.7	107.8	213.4	19.5
LnGrp LOS	F	F	D	F	F	C	F	F	C	F	F	B
Approach Vol, veh/h	667			1116			1451			1524		
Approach Delay, s/veh	118.2			158.8			119.3			178.7		
Approach LOS	F			F			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	56.0	18.0	26.0	10.0	56.0	10.0	34.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	5.0	50.0	13.0	20.0	5.0	50.0	5.0	28.0				
Max Q Clear Time (g_c+I1), s	7.0	52.0	15.0	22.0	7.0	52.0	7.0	30.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	147.4											
HCM 6th LOS	F											

Intersection

Int Delay, s/veh 6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	714	20	117	1003	0	22	0	51	1	0	2
Future Vol, veh/h	0	714	20	117	1003	0	22	0	51	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	400	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	776	22	127	1090	0	24	0	55	1	0	2

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	1090	0	0	798
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	640	-	-	824
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	640	-	-	824
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	1.1	158.4	63.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	87	640	-	-	824	-	-	65
HCM Lane V/C Ratio	0.912	-	-	-	0.154	-	-	0.05
HCM Control Delay (s/veh)	158.4	0	-	-	10.2	-	-	63.3
HCM Lane LOS	F	A	-	-	B	-	-	F
HCM 95th %tile Q (veh)	5	0	-	-	0.5	-	-	0.2

HCM 6th TWSC

3: DUFFIELD AVENUE & 50TH STREET

02/14/2024

Intersection

Int Delay, s/veh 3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	4	5	18	15	16
Future Vol, veh/h	26	4	5	18	15	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	4	5	20	16	17

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	55	25	33
Stage 1	25	-	-
Stage 2	30	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	953	1051	1579
Stage 1	998	-	-
Stage 2	993	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	950	1051	1579
Mov Cap-2 Maneuver	950	-	-
Stage 1	995	-	-
Stage 2	993	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.9	1.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1579	-	962	-	-
HCM Lane V/C Ratio	0.003	-	0.034	-	-
HCM Control Delay (s/veh)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	708	18	0	1027	0	26
Future Vol, veh/h	708	18	0	1027	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	770	20	0	1116	0	28

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 780
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.22
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.318
Pot Cap-1 Maneuver	-	-	0 - 0 395
Stage 1	-	-	0 - 0
Stage 2	-	-	0 - 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 395
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	395	-	-	-
HCM Lane V/C Ratio	0.072	-	-	-
HCM Control Delay (s/veh)	14.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q (veh)	0.2	-	-	-

Queues

1: TAFT AVENUE & 57TH STREET

11/14/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	150	391	126	337	618	161	180	1024	247	150	1374
v/c Ratio	1.00	0.70	0.22	0.67	1.07	0.28	0.99	0.76	0.33	0.74	1.03
Control Delay (s/veh)	103.0	42.0	5.8	30.4	96.5	9.1	90.8	34.0	4.1	38.8	66.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	103.0	42.0	5.8	30.4	96.5	9.1	90.8	34.0	4.1	38.8	66.3
Queue Length 50th (ft)	67	244	0	78	~486	16	76	326	0	56	~543
Queue Length 95th (ft)	#191	355	42	111	#706	65	#221	407	50	#132	#683
Internal Link Dist (ft)		956			1269			1182			652
Turn Bay Length (ft)	450		430	550		200	200			450	
Base Capacity (vph)	150	558	565	503	575	578	181	1351	757	204	1334
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.70	0.22	0.67	1.07	0.28	0.99	0.76	0.33	0.74	1.03

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: TAFT AVENUE & 57TH STREET

11/14/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	360	116	310	569	148	166	942	227	138	1088	176
Future Volume (veh/h)	138	360	116	310	569	148	166	942	227	138	1088	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	150	391	126	337	618	161	180	1024	247	150	1183	191
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	561	476	517	578	490	179	1357	605	236	1171	188
Arrive On Green	0.05	0.30	0.30	0.05	0.31	0.31	0.06	0.38	0.38	0.06	0.38	0.38
Sat Flow, veh/h	1781	1870	1585	3456	1870	1585	1781	3554	1585	1781	3066	493
Grp Volume(v), veh/h	150	391	126	337	618	161	180	1024	247	150	683	691
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1870	1585	1781	1777	1585	1781	1777	1782
Q Serve(g_s), s	5.0	20.4	6.6	6.0	34.0	8.6	7.0	27.5	12.6	5.6	42.0	42.0
Cycle Q Clear(g_c), s	5.0	20.4	6.6	6.0	34.0	8.6	7.0	27.5	12.6	5.6	42.0	42.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	146	561	476	517	578	490	179	1357	605	236	678	680
V/C Ratio(X)	1.02	0.70	0.26	0.65	1.07	0.33	1.01	0.75	0.41	0.64	1.01	1.02
Avail Cap(c_a), veh/h	146	561	476	517	578	490	179	1357	605	236	678	680
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	34.1	29.3	31.4	38.0	29.2	27.9	29.5	24.9	23.7	34.0	34.0
Incr Delay (d2), s/veh	81.0	3.8	0.3	2.9	57.2	0.4	69.0	3.9	2.0	5.5	36.3	38.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	9.5	2.5	1.6	24.1	3.2	6.1	11.8	4.9	2.5	23.6	24.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	116.3	37.8	29.6	34.4	95.2	29.6	96.9	33.5	26.9	29.2	70.3	72.4
LnGrp LOS	F	D	C	C	F	C	F	C	C	C	F	F
Approach Vol, veh/h	667				1116				1451			
Approach Delay, s/veh	53.9				67.4				40.2			
Approach LOS	D				E				D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	48.0	11.0	39.0	12.0	48.0	10.0	40.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	7.0	42.0	6.0	33.0	7.0	42.0	5.0	34.0				
Max Q Clear Time (g_c+I1), s	7.6	29.5	8.0	22.4	9.0	44.0	7.0	36.0				
Green Ext Time (p_c), s	0.0	6.0	0.0	2.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	57.2											
HCM 6th LOS	E											