Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to SW 176 Street)	No	Typical	Typical	Yes	Typical	No	No	1	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to SW 176 Street)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	Segment	Score	1	2	3	Segment	Score	Segment	Adj.Bus
1 (to SW 176 Street)	E	4.67	E			E	4.60	F	0.85

Bicycle LOS	4.67	E	Pedestrian LOS	4.60	E	Bus LOS	.85	F

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	**	**	**
2	**	**	**	**	**
3	**	**	**	**	**
4	**	**	**	**	**
*	**	**	**	**	**
Lanes	**Hourly Volume In Both Directions**				
2	**	**	**	**	**
4	**	**	**	**	**
6	**	**	**	**	**
8	**	**	**	**	**
*	**	**	**	**	**
Lanes	**Annual Average Daily Traffic**				
2	**	**	**	**	**
4	**	**	**	**	**
6	**	**	**	**	**
8	**	**	**	**	**
*	**	**	**	**	**

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	**	**	**
2	**	**	**	**	**
3	**	**	**	**	**
4	**	**	**	**	**
*	**	**	**	**	**
Lanes	**Hourly Volume In Both Directions**				
2	**	**	**	**	**
4	**	**	**	**	**
6	**	**	**	**	**
8	**	**	**	**	**
*	**	**	**	**	**
Lanes	**Annual Average Daily Traffic**				
2	**	**	**	**	**
4	**	**	**	**	**
6	**	**	**	**	**
8	**	**	**	**	**
*	**	**	**	**	**

Bus

	A	B	C	D	E
Lanes	Buses Per Hour In Peak Direction				
2	>6.00	>4.00	>=3.00	>=2.00	>=1.00
Lanes	Buses in Study Hour in Peak Direction (Daily)				
2	>6.00	>4.00	>=3.00	>=2.00	>=1.00

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the segment data screen.**
**** Cannot be acheived using table input value defaults.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
****** Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.**

ARTPLAN 2002 Conceptual Planning Analysis

Description/File Information

Filename	W:\04\04211 2010 es\Travel Time Study\artplan\fut w proj\AP_AM_Old Cutler_NB.xml	**Date Prepared**	4/8/2010		
Program	ARTPLAN	**Version**	5.2.0		
Analyst	DPA	**Agency**		**District**	
Arterial Name	Old Cutler Rd	**Begin Intersection**	SW 184 Street	**End Intersection**	SW 176 Street
Study Period	Kother	**Peak Direction**	Northbound		
User Notes	Future (2015) AM Peak with Project				

Facility Data

Roadway Variables		Traffic Variables		Control Variables		Multimodal Variables	
Area Type	Urbanized	**AADT**	10706	**Arrival Type**	4	**Paved Shoulder/Bike Lane**	No
Class	2	**K**	0.113	**Signals/Mile**	1.00	**Outside Lane Width**	Typical
Posted Speed	40	**D**	0.67	**Cycle Length**	120	**Pavement Condition**	Typical
# Thru Lanes	2	**PHF**	0.79	**Through g/C**	0.5	**Sidewalk**	Yes
Median Type	None	**% Turns Excl. Lanes**	0	**Control Type**	Semiactuated	**Sidewalk/Roadway Separation**	Typical
Left Turn Lanes	No	**% Heavy Vehicles**	2			**Sidewalk/Roadway Protective Barrier**	No
		Base Sat Flow Rate	1900			**Obstacle to Bus Stop**	No
		Local Adj. Factor	0.98			**Bus Freq**	1
		Adjusted Sat Flow Rate	1387			**Bus Span Of Service**	15

Automobile Segment Data

Segment #	Cycle Length	g/C	Arr. Type	% Turns	# Dir. Lanes	Length	AADT	Hourly Vol.	FFS	Median Type
1 (to SW 176 Street)	120	0.75	4	0	1	0.625	14371	1088	45	None

Automobile LOS

Segment #	Thru Mvmt Flow Rate	v/c	Control Delay	Int. Approach LOS	Speed (mph)	Segment LOS
1 (to SW 176 Street)	1377	1.32	146.33	F	11.1	F

Arterial Length	0.6	Auto Speed	****	Auto LOS	F

Automobile Service Volume Tables

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	820	800	900	970	1030
2	1660	1720	1810	1920	2060
3	2490	2600	2710	2880	3100
4	3330	3460	3620	3830	4130
*	820	800	900	970	1030
Lanes	**Hourly Volume In Both Directions**				
2	1220	1190	1340	1450	1540
4	2470	2570	2700	2860	3080
6	3720	3870	4050	4290	4620
8	4970	5160	5400	5720	6160
*	1220	1190	1340	1450	1540
Lanes	**Annual Average Daily Traffic**				
2	10800	10600	11900	12800	13600
4	21900	22800	23900	25300	27300
6	32900	34300	35800	38000	40900
8	44000	45600	47700	50600	54500
*	10800	10600	11900	12800	13600

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to SW 176 Street)	No	Typical	Typical	Yes	Typical	No	No	1	15

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to SW 176 Street)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	Segment	Score	1	2	3	Segment	Score	Segment	Adj.Bus
1 (to SW 176 Street)	E	4.78	E			E	5.21	F	0.85

Bicycle LOS	4.78	E	Pedestrian LOS	5.21	E	Bus LOS	.85	F

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	**	**	**
2	**	**	**	**	**
3	**	**	**	**	**
4	**	**	**	**	**
*	**	**	**	**	**
Lanes	**Hourly Volume In Both Directions**				
2	**	**	**	**	**
4	**	**	**	**	**
6	**	**	**	**	**
8	**	**	**	**	**
*	**	**	**	**	**
Lanes	**Annual Average Daily Traffic**				
2	**	**	**	**	**
4	**	**	**	**	**
6	**	**	**	**	**
8	**	**	**	**	**
*	**	**	**	**	**

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	**	**	**
2	**	**	**	**	**
3	**	**	**	**	**
4	**	**	**	**	**
*	**	**	**	**	**
Lanes	**Hourly Volume In Both Directions**				
2	**	**	**	**	**
4	**	**	**	**	**
6	**	**	**	**	**
8	**	**	**	**	**
*	**	**	**	**	**
Lanes	**Annual Average Daily Traffic**				
2	**	**	**	**	**
4	**	**	**	**	**
6	**	**	**	**	**
8	**	**	**	**	**
*	**	**	**	**	**

Bus

	A	B	C	D	E
Lanes	**Buses Per Hour In Peak Direction**				
2	>7.00	>5.00	>=4.00	>=3.00	>=2.00
Lanes	**Buses in Study Hour in Peak Direction (Daily)**				
2	>7.00	>5.00	>=4.00	>=3.00	>=2.00

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the segment data screen.**
**** Cannot be acheived using table input value defaults.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
****** Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.**

ART_PLAN ANALYSIS

PM PEAK

Palmer Trinity Traffic Study
PM Peak Direction ArtPlan Calculations
Old Cutler Road between SW 176 Street & SW 184 Street

From PM Segment Volumes Spreadsheet

1 -	AADT	18,014
2 -	K Factor	10.3%
3 -	D Factor	66.2%

Existing Conditions (SB) as of April 11, 2008, when the field surveys were taken

Intersection	Signalized / Unsignalized	Heavy Green	Yellow	All Red	Cycle Length	g/c (G+Y+R) - 4 / Cycle Length	PHF	D Factor
Old Cutler Rd & SW 184 St	S	75	4	1	110	0.69	0.98	67%

Future with Project Conditions (SB)

Intersection	Signalized / Unsignalized	Heavy Green	Yellow	All Red	Cycle Length	g/c (G+Y+R) - 4 / Cycle Length	PHF	D Factor
Old Cutler Rd & SW 184 St	S	95	4	1	130	0.74	0.98	67%

Future with Project with Improvements Conditions (SB)

Intersection	Signalized / Unsignalized	Heavy Green	Yellow	All Red	Cycle Length	g/c (G+Y+R) - 4 / Cycle Length	PHF	D Factor
Old Cutler Rd & SW 184 St	S	78	4	1	130	0.61	0.98	67%