HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	DPA	Intersection	OLD CUTLER RD / SW 184 STREET
Agency or Co.		Area Type	All other areas
Date Performed		Jurisdiction	
Time Period	EXISTING	Analysis Year	2010 PM PEAK
		Project ID	PALMER TRINITY SCHOOL - # 04211

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	0	1	1	1	1	1	0	1	1	0
Lane Group	L	TR		L	T	R	L	TR		L	TR	
Volume, V (vph)	89	18	60	32	72	69	63	354	13	6	767	256
% Heavy Vehicles, %HV	2	2	2	2	2	0	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.60	0.60	0.60	0.86	0.86	0.86	0.98	0.98	0.98
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type, AT	3	3		3	3	3	3	3		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0	0	0	0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	EW Perm	02	03	04	NS Perm	Excl. Left	07	08
Timing	G = 15.0	G =	G =	G =	G = 95.0	G = 7.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 3	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	113	99		53	120	115	73	427		6	1044	
Lane Group Capacity, c	115	190		132	215	186	391	1354		833	1310	
v/c Ratio, X	0.98	0.52		0.40	0.56	0.62	0.19	0.32		0.01	0.80	
Total Green Ratio, g/C	0.12	0.12		0.12	0.12	0.12	0.85	0.73		0.85	0.73	
Uniform Delay, d_1	57.4	54.1		53.3	54.4	54.8	19.0	6.1		3.0	11.3	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Delay Calibration, k	0.49	0.13		0.11	0.16	0.20	0.11	0.11		0.11	0.34	
Incremental Delay, d_2	78.2	2.6		2.0	3.2	6.1	0.2	0.1		0.0	3.5	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay	135.6	56.7		55.3	57.6	60.9	19.2	6.3		3.0	14.8	
Lane Group LOS	F	E		E	E	E	B	A		A	B	
Approach Delay	98.8			58.5			8.2			14.8		
Approach LOS	F			E			A			B		
Intersection Delay	28.0			X_c = 0.75			Intersection LOS			C		

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HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	DPA	Intersection	OLD CUTLER RD / SW 184 STREET
Agency or Co.		Area Type	All other areas
Date Performed		Jurisdiction	
Time Period	PM PEAK	Analysis Year	2015 without Project
		Project ID	PALMER TRINITY SCHOOL - # 04211

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	0	1	1	1	1	1	0	1	1	0
Lane Group	L	TR		L	T	R	L	TR		L	TR	
Volume, V (vph)	95	19	65	35	77	74	67	380	13	7	823	275
% Heavy Vehicles, %HV	2	2	2	2	2	0	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.60	0.60	0.60	0.86	0.86	0.86	0.98	0.98	0.98
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type, AT	3	3		3	3	3	3	3		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0	0	0	0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	EW Perm	02	03	04	NS Perm	Excl. Left	07	08
Timing	G = 15.0	G =	G =	G =	G = 95.0	G = 7.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 3	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	120	106		58	128	123	78	457		7	1121	
Lane Group Capacity, c	108	190		126	215	186	340	1355		807	1310	
v/c Ratio, X	1.11	0.56		0.46	0.60	0.66	0.23	0.34		0.01	0.86	
Total Green Ratio, g/C	0.12	0.12		0.12	0.12	0.12	0.85	0.73		0.85	0.73	
Uniform Delay, d_1	57.5	54.4		53.7	54.6	55.1	25.5	6.3		3.2	12.6	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Delay Calibration, k	0.50	0.16		0.11	0.18	0.24	0.11	0.11		0.11	0.39	
Incremental Delay, d_2	119.6	3.6		2.7	4.4	8.4	0.3	0.1		0.0	5.8	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay	177.1	58.0		56.4	59.1	63.5	25.8	6.4		3.2	18.4	
Lane Group LOS	F	E		E	E	E	C	A		A	B	
Approach Delay	121.3			60.3			9.2			18.3		
Approach LOS	F			E			A			B		
Intersection Delay	32.6			X_c = 0.82			Intersection LOS			C		

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HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	DPA	Intersection	OLD CUTLER RD / SW 184 STREET
Agency or Co.		Area Type	All other areas
Date Performed		Jurisdiction	
Time Period	PM PEAK	Analysis Year	2015 with Project
		Project ID	PALMER TRINITY SCHOOL - # 04211

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	0	1	1	1	1	1	0	1	1	0
Lane Group	L	TR		L	T	R	L	TR		L	TR	
Volume, V (vph)	226	19	75	35	77	74	72	379	13	7	820	341
% Heavy Vehicles, %HV	2	2	2	2	2	0	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.60	0.60	0.60	0.86	0.86	0.86	0.98	0.98	0.98
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I_1	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type, AT	3	3		3	3	3	3	3		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0	0	0	0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	EW Perm	02	03	04	NS Perm	Excl. Left	07	08
Timing	G = 15.0	G =	G =	G =	G = 95.0	G = 7.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 3	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	286	119		58	128	123	84	456		7	1185	
Lane Group Capacity, c	108	189		116	215	186	295	1355		808	1301	
v/c Ratio, X	2.65	0.63		0.50	0.60	0.66	0.28	0.34		0.01	0.91	
Total Green Ratio, g/C	0.12	0.12		0.12	0.12	0.12	0.85	0.73		0.85	0.73	
Uniform Delay, d_1	57.5	54.9		54.0	54.6	55.1	33.4	6.2		3.2	14.1	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Delay Calibration, k	0.50	0.21		0.11	0.18	0.24	0.11	0.11		0.11	0.43	
Incremental Delay, d_2	767.5	6.6		3.4	4.4	8.4	0.5	0.1		0.0	9.8	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay	825.0	61.4		57.3	59.1	63.5	33.9	6.4		3.2	23.9	
Lane Group LOS	F	E		E	E	E	C	A		A	C	
Approach Delay	600.7			60.5			10.7			23.8		
Approach LOS	F			E			B			C		
Intersection Delay	121.0			X_c = 1.05			Intersection LOS			F		

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HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	DPA	Intersection	OLD CUTLER RD / SW 184 STREET
Agency or Co.		Area Type	All other areas
Date Performed		Jurisdiction	
Time Period	PM PEAK	Analysis Year	2015 with Project with Imps
		Project ID	PALMER TRINITY SCHOOL - # 04211

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	0	1	1	1	1	1	0	1	1	1
Lane Group	L	TR		L	T	R	L	TR		L	T	R
Volume, V (vph)	226	19	75	35	77	74	72	379	13	7	820	341
% Heavy Vehicles, %HV	2	2	2	2	2	0	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.60	0.60	0.60	0.86	0.86	0.86	0.98	0.98	0.98
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Arrival Type, AT	3	3		3	3	3	3	3		3	3	3
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	34
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0	0	0	0		0	0	0
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	EW Perm	EB Only	03	04	NS Perm	Excl. Left	07	08
Timing	G = 19.0	G = 10.0	G =	G =	G = 78.0	G = 7.0	G =	G =
	Y = 5	Y = 3	Y =	Y =	Y = 5	Y = 3	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	286	119		58	128	123	84	456		7	837	313
Lane Group Capacity, c	368	429		168	272	236	367	1112		645	1118	950
v/c Ratio, X	0.78	0.28		0.35	0.47	0.52	0.23	0.41		0.01	0.75	0.33
Total Green Ratio, g/C	0.28	0.26		0.15	0.15	0.15	0.72	0.60		0.72	0.60	0.60
Uniform Delay, d_1	47.5	38.2		49.9	50.9	51.3	27.7	13.8		10.3	18.9	13.0
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
Delay Calibration, k	0.33	0.11		0.11	0.11	0.13	0.11	0.11		0.11	0.30	0.11
Incremental Delay, d_2	10.1	0.4		1.2	1.3	2.1	0.3	0.2		0.0	2.8	0.2
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay	57.6	38.6		51.1	52.2	53.4	28.0	14.0		10.3	21.7	13.2
Lane Group LOS	E	D		D	D	D	C	B		B	C	B
Approach Delay	52.0			52.5			16.2			19.3		
Approach LOS	D			D			B			B		
Intersection Delay	28.4			X_c = 0.73			Intersection LOS			C		

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SW 176 Street / SW 82 Avenue

AM Peak Hour

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	DPA	Intersection	SW 176 St & SW 82 Ave
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	
Analysis Time Period	AM Peak Hour		

Project ID *Palmer Trinity Traffic Study - #04211*

East/West Street: *SW 176 Street* | North/South Street: *SW 82 Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	38	0	39	26	1
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	4	125	1	6	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.56		0.49		0.74		0.58	
Flow Rate (veh/h)	67		134		173		11	
% Heavy Vehicles	2		2		2		2	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.6		0.0		0.1	
Prop. Right-Turns	0.0		0.0		1.0		0.0	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		0.1		-0.5		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.06		0.12		0.15		0.01	
hd, final value (s)	4.47		4.50		3.84		4.60	
x, final value	0.08		0.17		0.18		0.01	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.5		2.5		1.8		2.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	317		384		423		261	
Delay (s/veh)	7.88		8.41		7.71		7.67	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.88		8.41		7.71		7.67	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.98							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	DPA	Intersection	SW 176 St & SW 82 Ave
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	2015 without Project
Analysis Time Period	AM Peak Hour		

Project ID *Palmer Trinity Traffic Study - #04211*

East/West Street: *SW 176 Street* | North/South Street: *SW 82 Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	41	0	42	28	1
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	4	134	1	7	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.56		0.49		0.74		0.58	
Flow Rate (veh/h)	73		144		186		13	
% Heavy Vehicles	2		2		2		2	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.6		0.0		0.1	
Prop. Right-Turns	0.0		0.0		1.0		0.0	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		0.1		-0.5		0.0	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.06		0.13		0.17		0.01	
hd, final value (s)	4.52		4.55		3.88		4.66	
x, final value	0.09		0.18		0.20		0.02	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.5		2.5		1.9		2.7	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	323		394		436		263	
Delay (s/veh)	7.98		8.56		7.85		7.74	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.98		8.56		7.85		7.74	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.12							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	DPA	Intersection	SW 176 St & SW 82 Ave
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	2015 with Project
Analysis Time Period	AM Peak Hour		

Project ID *Palmer Trinity Traffic Study - #04211*

East/West Street: *SW 176 Street* | North/South Street: *SW 82 Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	36	0	33	23	1
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	4	111	1	7	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.56		0.49		0.74		0.58	
Flow Rate (veh/h)	64		115		154		13	
% Heavy Vehicles	2		2		2		2	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.6		0.0		0.1	
Prop. Right-Turns	0.0		0.0		1.0		0.0	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		0.1		-0.5		0.0	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.06		0.10		0.14		0.01	
hd, final value (s)	4.41		4.45		3.79		4.52	
x, final value	0.08		0.14		0.16		0.02	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.4		2.5		1.8		2.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	314		365		404		263	
Delay (s/veh)	7.78		8.19		7.52		7.60	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.78		8.19		7.52		7.60	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.79							
Intersection LOS	A							

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SW 176 Street / SW 82 Avenue

PM Peak Hour

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	DPA	Intersection	SW 176 St & SW 82 Ave
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	Existing (2010)
Analysis Time Period	PM Peak Hour		

Project ID *Palmer Trinity Traffic Study - #04211*

East/West Street: *SW 176 Street* | North/South Street: *SW 82 Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	12	4	47	21	1
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	3	3	31	3	5	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.71		0.50		0.67		0.86	
Flow Rate (veh/h)	21		138		54		8	
% Heavy Vehicles	2		2		2		2	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.7		0.1		0.4	
Prop. Right-Turns	0.2		0.0		0.9		0.0	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.2		-0.5		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.02		0.12		0.05		0.01	
hd, final value (s)	4.06		4.21		3.80		4.42	
x, final value	0.02		0.16		0.06		0.01	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.1		2.2		1.8		2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	271		388		304		258	
Delay (s/veh)	7.16		8.02		7.03		7.46	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.16		8.02		7.03		7.46	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.68							
Intersection LOS	A							

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