SW 184 Street / SW 82 Avenue

AM Peak Hour

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*DPA*	Intersection	*SW 184 St & SW 82 Ave*
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	*Existing (2010)*
Analysis Time Period	*AM Peak Hour*		

Project Description	*Palmer Trinity Traffic Study - #04211*
East/West Street: *SW 184 Street*	North/South Street: *SW 82 Avenue*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	65	234	37	2	240	14
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.86	0.86	0.86
Hourly Flow Rate, HFR (veh/h)	70	254	40	2	279	16
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	117	26	11	3	3	48
Peak-Hour Factor, PHF	0.71	0.71	0.71	0.59	0.59	0.59
Hourly Flow Rate, HFR (veh/h)	164	36	15	5	5	81
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (veh/h)	70	2		215			91	
C (m) (veh/h)	1266	1268		297			648	
v/c	0.06	0.00		0.72			0.14	
95% queue length	0.18	0.00		5.21			0.49	
Control Delay (s/veh)	8.0	7.8		43.4			11.5	
LOS	A	A		E			B	
Approach Delay (s/veh)	--	--	43.4			11.5		
Approach LOS	--	--	E			B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
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Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	*Future (2015) without Project*
Analysis Time Period	*AM Peak Hour*		

Project Description	*Palmer Trinity Traffic Study - #04211*
East/West Street: *SW 184 Street*	North/South Street: *SW 82 Avenue*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	69	251	40	2	257	15
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.86	0.86	0.86
Hourly Flow Rate, HFR (veh/h)	74	272	43	2	298	17
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	126	28	12	3	3	52
Peak-Hour Factor, PHF	0.71	0.71	0.71	0.59	0.59	0.59
Hourly Flow Rate, HFR (veh/h)	177	39	16	5	5	88
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (veh/h)	74	2		232			98	
C (m) (veh/h)	1245	1245		270			630	
v/c	0.06	0.00		0.86			0.16	
95% queue length	0.19	0.00		7.25			0.55	
Control Delay (s/veh)	8.1	7.9		65.1			11.8	
LOS	A	A		F			B	
Approach Delay (s/veh)	--	--	65.1			11.8		
Approach LOS	--	--	F			B		

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TWO-WAY STOP CONTROL SUMMARY

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Date Performed		Analysis Year	Future (2015) with Project
Analysis Time Period	AM Peak Hour		

Project Description	Palmer Trinity Traffic Study - #04211
East/West Street: SW 184 Street	North/South Street: SW 82 Avenue
Intersection Orientation: East-West	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	56	386	40	2	322	12
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.86	0.86	0.86
Hourly Flow Rate, HFR (veh/h)	60	419	43	2	374	13
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	126	22	12	3	3	46
Peak-Hour Factor, PHF	0.71	0.71	0.71	0.59	0.59	0.59
Hourly Flow Rate, HFR (veh/h)	177	30	16	5	5	77
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (veh/h)	60	2		223			87	
C (m) (veh/h)	1171	1099		203			536	
v/c	0.05	0.00		1.10			0.16	
95% queue length	0.16	0.01		10.48			0.58	
Control Delay (s/veh)	8.2	8.3		141.1			13.0	
LOS	A	A		F			B	
Approach Delay (s/veh)	--	--	141.1			13.0		
Approach LOS	--	--	F			B		

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SW 184 Street / SW 82 Avenue

PM Peak Hour

TWO-WAY STOP CONTROL SUMMARY

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Analyst	*DPA*	Intersection	*SW 184 St & SW 82 Ave*
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	*Existing (2010)*
Analysis Time Period	*PM Peak Hour*		

Project Description	*Palmer Trinity Traffic Study - #04211*
East/West Street: *SW 184 Street*	North/South Street: *SW 82 Avenue*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	34	190	54	2	342	3
Peak-Hour Factor, PHF	0.89	0.89	0.89	0.93	0.93	0.93
Hourly Flow Rate, HFR (veh/h)	38	213	60	2	367	3
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	48	3	4	0	7	40
Peak-Hour Factor, PHF	0.86	0.86	0.86	0.65	0.65	0.65
Hourly Flow Rate, HFR (veh/h)	55	3	4	0	10	61
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (veh/h)	38	2		62			71	
C (m) (veh/h)	1189	1290		307			594	
v/c	0.03	0.00		0.20			0.12	
95% queue length	0.10	0.00		0.74			0.40	
Control Delay (s/veh)	8.1	7.8		19.7			11.9	
LOS	A	A		C			B	
Approach Delay (s/veh)	--	--	19.7			11.9		
Approach LOS	--	--	C			B		

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East/West Street: *SW 184 Street*	North/South Street: *SW 82 Avenue*
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Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	36	204	58	2	367	3
Peak-Hour Factor, PHF	0.89	0.89	0.89	0.93	0.93	0.93
Hourly Flow Rate, HFR (veh/h)	40	229	65	2	394	3
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	52	3	4	0	8	43
Peak-Hour Factor, PHF	0.86	0.86	0.86	0.65	0.65	0.65
Hourly Flow Rate, HFR (veh/h)	60	3	4	0	12	66
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (veh/h)	40	2		67			78	
C (m) (veh/h)	1162	1268		277			560	
v/c	0.03	0.00		0.24			0.14	
95% queue length	0.11	0.00		0.92			0.48	
Control Delay (s/veh)	8.2	7.8		22.1			12.5	
LOS	A	A		C			B	
Approach Delay (s/veh)	--	--	22.1			12.5		
Approach LOS	--	--	C			B		

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Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	32	233	58	2	423	3
Peak-Hour Factor, PHF	0.89	0.89	0.89	0.93	0.93	0.93
Hourly Flow Rate, HFR (veh/h)	35	261	65	2	454	3
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	52	3	4	0	8	38
Peak-Hour Factor, PHF	0.86	0.86	0.86	0.65	0.65	0.65
Hourly Flow Rate, HFR (veh/h)	60	3	4	0	12	58
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (veh/h)	35	2		67			70	
C (m) (veh/h)	1104	1234		247			506	
v/c	0.03	0.00		0.27			0.14	
95% queue length	0.10	0.00		1.07			0.48	
Control Delay (s/veh)	8.4	7.9		24.9			13.3	
LOS	A	A		C			B	
Approach Delay (s/veh)	--	--	24.9			13.3		
Approach LOS	--	--	C			B		

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SW 184 Street / SW 83 Avenue

AM Peak Hour

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General Information		Site Information	
Analyst	*DPA*	Intersection	*SW 184 St & SW 83 Ave*
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Date Performed		Analysis Year	*Existing (2010)*
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East/West Street: *SW 184 Street*	North/South Street: *SW 83 Avenue*
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Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	28	306	5	0	414	4
Peak-Hour Factor, PHF	0.81	0.81	0.81	0.87	0.87	0.87
Hourly Flow Rate, HFR (veh/h)	34	377	6	0	475	4
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	22	0	5	3	0	58
Peak-Hour Factor, PHF	0.72	0.72	0.72	0.79	0.79	0.79
Hourly Flow Rate, HFR (veh/h)	30	0	6	3	0	73
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (veh/h)	34	0		36			76	
C (m) (veh/h)	1083	1175		225			556	
v/c	0.03	0.00		0.16			0.14	
95% queue length	0.10	0.00		0.56			0.47	
Control Delay (s/veh)	8.4	8.1		24.0			12.5	
LOS	A	A		C			B	
Approach Delay (s/veh)	--	--	24.0			12.5		
Approach LOS	--	--	C			B		

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