TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*DPA*	Intersection	*SW 184 St & SW 83 Ave*
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	*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 83 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)	30	328	6	0	444	4
Peak-Hour Factor, PHF	0.81	0.81	0.81	0.87	0.87	0.87
Hourly Flow Rate, HFR (veh/h)	37	404	7	0	510	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)	23	0	6	3	0	62
Peak-Hour Factor, PHF	0.72	0.72	0.72	0.79	0.79	0.79
Hourly Flow Rate, HFR (veh/h)	31	0	8	3	0	78
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)	37	0		39			81	
C (m) (veh/h)	1052	1148		206			530	
v/c	0.04	0.00		0.19			0.15	
95% queue length	0.11	0.00		0.68			0.54	
Control Delay (s/veh)	8.5	8.1		26.5			13.0	
LOS	A	A		D			B	
Approach Delay (s/veh)	--	--	26.5			13.0		
Approach LOS	--	--	D			B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*DPA*	Intersection	*SW 184 St & SW 83 Ave*
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	*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 83 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)	24	449	6	0	505	4
Peak-Hour Factor, PHF	0.81	0.81	0.81	0.87	0.87	0.87
Hourly Flow Rate, HFR (veh/h)	29	554	7	0	580	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)	23	0	6	3	0	55
Peak-Hour Factor, PHF	0.72	0.72	0.72	0.79	0.79	0.79
Hourly Flow Rate, HFR (veh/h)	31	0	8	3	0	69
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)	29	0		39			72	
C (m) (veh/h)	991	1010		153			467	
v/c	0.03	0.00		0.25			0.15	
95% queue length	0.09	0.00		0.96			0.54	
Control Delay (s/veh)	8.7	8.6		36.4			14.1	
LOS	A	A		E			B	
Approach Delay (s/veh)	--	--	36.4			14.1		
Approach LOS	--	--	E			B		

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SW 184 Street / SW 83 Avenue

PM Peak Hour

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*DPA*	Intersection	*SW 184 St & SW 83 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 83 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)	37	255	11	5	429	2
Peak-Hour Factor, PHF	0.91	0.91	0.91	0.90	0.90	0.90
Hourly Flow Rate, HFR (veh/h)	40	280	12	5	476	2
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)	9	0	6	0	2	38
Peak-Hour Factor, PHF	0.54	0.54	0.54	0.77	0.77	0.77
Hourly Flow Rate, HFR (veh/h)	16	0	11	0	2	49
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	5		27			51	
C (m) (veh/h)	1084	1270		327			564	
v/c	0.04	0.00		0.08			0.09	
95% queue length	0.11	0.01		0.27			0.30	
Control Delay (s/veh)	8.4	7.8		17.0			12.0	
LOS	A	A		C			B	
Approach Delay (s/veh)	--	--	17.0			12.0		
Approach LOS	--	--	C			B		

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TWO-WAY STOP CONTROL SUMMARY

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Date Performed		Analysis Year	*2015 without Project*
Analysis Time Period	*PM Peak Hour*		

Project Description	*Palmer Trinity Traffic Study - #04211*
East/West Street: *SW 184 Street*	North/South Street: *SW 83 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)	40	273	12	6	460	2
Peak-Hour Factor, PHF	0.91	0.91	0.91	0.90	0.90	0.90
Hourly Flow Rate, HFR (veh/h)	43	299	13	6	511	2
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)	10	0	7	0	2	41
Peak-Hour Factor, PHF	0.54	0.54	0.54	0.77	0.77	0.77
Hourly Flow Rate, HFR (veh/h)	18	0	12	0	2	53
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)	43	6		30			55	
C (m) (veh/h)	1052	1248		292			538	
v/c	0.04	0.00		0.10			0.10	
95% queue length	0.13	0.01		0.34			0.34	
Control Delay (s/veh)	8.6	7.9		18.7			12.5	
LOS	A	A		C			B	
Approach Delay (s/veh)	--	--	18.7			12.5		
Approach LOS	--	--	C			B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*DPA*	Intersection	*SW 184 St & SW 83 Ave*
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	*2015 with Project*
Analysis Time Period	*PM Peak Hour*		

Project Description	*Palmer Trinity Traffic Study - #04211*
East/West Street: *SW 184 Street*	North/South Street: *SW 83 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)	38	298	12	6	512	2
Peak-Hour Factor, PHF	0.91	0.91	0.91	0.90	0.90	0.90
Hourly Flow Rate, HFR (veh/h)	41	327	13	6	568	2
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)	10	0	7	0	2	36
Peak-Hour Factor, PHF	0.54	0.54	0.54	0.77	0.77	0.77
Hourly Flow Rate, HFR (veh/h)	18	0	12	0	2	46
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)	41	6		30			48	
C (m) (veh/h)	1002	1219		264			495	
v/c	0.04	0.00		0.11			0.10	
95% queue length	0.13	0.01		0.38			0.32	
Control Delay (s/veh)	8.7	8.0		20.4			13.1	
LOS	A	A		C			B	
Approach Delay (s/veh)	--	--	20.4			13.1		
Approach LOS	--	--	C			B		

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SW 176 Street /
Palmer Trinity Driveway

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*DPA*	Intersection	*SW 176 St & PTD*
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 176 St*	North/South Street: *Palmer Trinity Driveway*
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)	0	47	121	278	33	2
Peak-Hour Factor, PHF	0.60	0.60	0.60	0.57	0.57	0.57
Hourly Flow Rate, HFR (veh/h)	0	78	201	487	57	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)	54	0	142	4	0	1
Peak-Hour Factor, PHF	0.48	0.48	0.48	0.63	0.63	0.63
Hourly Flow Rate, HFR (veh/h)	112	0	295	6	0	1
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)	0	487		407			7	
C (m) (veh/h)	1544	1284		299			67	
v/c	0.00	0.38		1.36			0.10	
95% queue length	0.00	1.80		20.83			0.34	
Control Delay (s/veh)	7.3	9.5		216.5			64.9	
LOS	A	A		F			F	
Approach Delay (s/veh)	--	--	216.5			64.9		
Approach LOS	--	--	F			F		

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TWO-WAY STOP CONTROL SUMMARY

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

Project Description	*Palmer Trinity Traffic Study - #04211*
East/West Street: *SW 176 St*	North/South Street: *Palmer Trinity Driveway*
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)	0	50	121	278	36	2
Peak-Hour Factor, PHF	0.60	0.60	0.60	0.57	0.57	0.57
Hourly Flow Rate, HFR (veh/h)	0	83	201	487	63	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)	54	0	142	4	0	1
Peak-Hour Factor, PHF	0.48	0.48	0.48	0.63	0.63	0.63
Hourly Flow Rate, HFR (veh/h)	112	0	295	6	0	1
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)	0	487		407			7	
C (m) (veh/h)	1536	1278		295			65	
v/c	0.00	0.38		1.38			0.11	
95% queue length	0.00	1.81		21.20			0.35	
Control Delay (s/veh)	7.3	9.5		224.6			67.0	
LOS	A	A		F			F	
Approach Delay (s/veh)	--	--	224.6			67.0		
Approach LOS	--	--	F			F		

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TWO-WAY STOP CONTROL SUMMARY

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

Project Description	*Palmer Trinity Traffic Study - #04211*
East/West Street: *SW 176 St*	North/South Street: *Palmer Trinity Driveway*
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)	0	50	93	213	36	2
Peak-Hour Factor, PHF	0.60	0.60	0.60	0.57	0.57	0.57
Hourly Flow Rate, HFR (veh/h)	0	83	154	373	63	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)	41	0	109	4	0	1
Peak-Hour Factor, PHF	0.48	0.48	0.48	0.63	0.63	0.63
Hourly Flow Rate, HFR (veh/h)	85	0	227	6	0	1
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)	0	373		312			7	
C (m) (veh/h)	1536	1330		427			128	
v/c	0.00	0.28		0.73			0.05	
95% queue length	0.00	1.16		5.80			0.17	
Control Delay (s/veh)	7.3	8.8		33.1			34.7	
LOS	A	A		D			D	
Approach Delay (s/veh)	--	--	33.1			34.7		
Approach LOS	--	--	D			D		

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