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	*Midday 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		31	120	42	8
Peak-Hour Factor, PHF	0.73	0.73	0.73	0.75	0.75	0.75
Hourly Flow Rate, HFR (veh/h)	0	46	42	160	56	10
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)	39	3	198	3	0	6
Peak-Hour Factor, PHF	0.38	0.38	0.38	0.74	0.74	0.74
Hourly Flow Rate, HFR (veh/h)	102	7	521	4	0	8
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	160		630			12	
C (m) (veh/h)	1536	1508		834			346	
v/c	0.00	0.11		0.76			0.03	
95% queue length	0.00	0.36		7.22			0.11	
Control Delay (s/veh)	7.3	7.7		21.3			15.8	
LOS	A	A		C			C	
Approach Delay (s/veh)	--	--	21.3			15.8		
Approach LOS	--	--	C			C		

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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	*Future (2015) without Project*
Analysis Time Period	*Midday 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	38	31	120	45	9
Peak-Hour Factor, PHF	0.73	0.73	0.73	0.75	0.75	0.75
Hourly Flow Rate, HFR (veh/h)	0	52	42	160	60	12
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)	39	3	198	3	0	7
Peak-Hour Factor, PHF	0.38	0.38	0.38	0.74	0.74	0.74
Hourly Flow Rate, HFR (veh/h)	102	7	521	4	0	9
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	160		630			13	
C (m) (veh/h)	1528	1500		825			357	
v/c	0.00	0.11		0.76			0.04	
95% queue length	0.00	0.36		7.43			0.11	
Control Delay (s/veh)	7.4	7.7		22.0			15.5	
LOS	A	A		C			C	
Approach Delay (s/veh)	--	--	22.0			15.5		
Approach LOS	--	--	C			C		

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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	*Future (2015) with Project*
Analysis Time Period	*Midday 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	38	43	73	45	9
Peak-Hour Factor, PHF	0.73	0.73	0.73	0.75	0.75	0.75
Hourly Flow Rate, HFR (veh/h)	0	52	58	97	60	12
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)	50	3	131	3	0	7
Peak-Hour Factor, PHF	0.38	0.38	0.38	0.74	0.74	0.74
Hourly Flow Rate, HFR (veh/h)	131	7	344	4	0	9
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	97		482			13	
C (m) (veh/h)	1528	1480		812			565	
v/c	0.00	0.07		0.59			0.02	
95% queue length	0.00	0.21		3.99			0.07	
Control Delay (s/veh)	7.4	7.6		15.7			11.5	
LOS	A	A		C			B	
Approach Delay (s/veh)	--	--	15.7			11.5		
Approach LOS	--	--	C			B		

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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	*Existing 2010*
Analysis Time Period	*PM 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	25	33	57	39	6
Peak-Hour Factor, PHF	0.74	0.74	0.74	0.88	0.88	0.88
Hourly Flow Rate, HFR (veh/h)	0	33	44	64	44	6
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	125	4	0	2
Peak-Hour Factor, PHF	0.59	0.59	0.59	0.50	0.50	0.50
Hourly Flow Rate, HFR (veh/h)	81	5	211	8	0	4
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	64		297			12	
C (m) (veh/h)	1557	1522		893			572	
v/c	0.00	0.04		0.33			0.02	
95% queue length	0.00	0.13		1.47			0.06	
Control Delay (s/veh)	7.3	7.5		11.0			11.4	
LOS	A	A		B			B	
Approach Delay (s/veh)	--	--	11.0			11.4		
Approach LOS	--	--	B			B		

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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	*PM 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	27	33	57	41	7
Peak-Hour Factor, PHF	0.74	0.74	0.74	0.88	0.88	0.88
Hourly Flow Rate, HFR (veh/h)	0	36	44	64	46	7
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	125	4	0	2
Peak-Hour Factor, PHF	0.59	0.59	0.59	0.50	0.50	0.50
Hourly Flow Rate, HFR (veh/h)	81	5	211	8	0	4
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	64		297			12	
C (m) (veh/h)	1553	1518		887			566	
v/c	0.00	0.04		0.33			0.02	
95% queue length	0.00	0.13		1.48			0.06	
Control Delay (s/veh)	7.3	7.5		11.1			11.5	
LOS	A	A		B			B	
Approach Delay (s/veh)	--	--	11.1			11.5		
Approach LOS	--	--	B			B		

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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	*PM 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	27	25	44	41	7
Peak-Hour Factor, PHF	0.74	0.74	0.74	0.88	0.88	0.88
Hourly Flow Rate, HFR (veh/h)	0	36	33	50	46	7
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)	36	2	96	4	0	2
Peak-Hour Factor, PHF	0.59	0.59	0.59	0.50	0.50	0.50
Hourly Flow Rate, HFR (veh/h)	61	3	162	8	0	4
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	50		226			12	
C (m) (veh/h)	1553	1532		914			644	
v/c	0.00	0.03		0.25			0.02	
95% queue length	0.00	0.10		0.97			0.06	
Control Delay (s/veh)	7.3	7.4		10.2			10.7	
LOS	A	A		B			B	
Approach Delay (s/veh)	--	--	10.2			10.7		
Approach LOS	--	--	B			B		

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SW 184 Street /
Palmer Trinity Driveway

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*DPA*	Intersection	*SW 184 St & PTD*
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	*2015 Future w Project*
Analysis Time Period	*AM Peak Hour*		

Project Description	*Palmer Trinity Traffic Study - #04211*
East/West Street: *SW 184 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)	*138*	*353*			*273*	*321*
Peak-Hour Factor, PHF	*0.79*	*0.79*	*0.79*	*0.86*	*0.86*	*0.86*
Hourly Flow Rate, HFR (veh/h)	*174*	*446*	*0*	*0*	*317*	*373*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*1*
Configuration	*L*	*T*			*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*158*		*68*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.48*	*0.48*	*0.48*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*329*	*0*	*141*
Percent Heavy Vehicles	*0*	*0*	*0*	*2*	*0*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*					*L*		*R*
v (veh/h)	*174*					*329*		*141*
C (m) (veh/h)	*905*					*187*		*724*
v/c	*0.19*					*1.76*		*0.19*
95% queue length	*0.71*					*23.09*		*0.72*
Control Delay (s/veh)	*9.9*					*405.9*		*11.2*
LOS	*A*					*F*		*B*
Approach Delay (s/veh)	--	--				*287.5*		
Approach LOS	--	--				*F*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*DPA*	Intersection	*SW 184 St & PTD*
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	*2015 Future w Project*
Analysis Time Period	*Midday Peak Hour*		

Project Description *Palmer Trinity Traffic Study - #04211*	
East/West Street: *SW 184 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)	52	209			320	122
Peak-Hour Factor, PHF	0.79	0.79	1.00	1.00	0.86	0.86
Hourly Flow Rate, HFR (veh/h)	65	264	0	0	372	141
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	0	1	1
Configuration	L	T			T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				193		83
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.38	1.00	0.38
Hourly Flow Rate, HFR (veh/h)	0	0	0	507	0	218
Percent Heavy Vehicles	0	0	0	2	0	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	65					507		218
C (m) (veh/h)	1052					348		674
v/c	0.06					1.46		0.32
95% queue length	0.20					26.93		1.40
Control Delay (s/veh)	8.6					249.9		12.9
LOS	A					F		B
Approach Delay (s/veh)	--	--				178.6		
Approach LOS	--	--				F		

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TWO-WAY STOP CONTROL SUMMARY

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

Project Description	*Palmer Trinity Traffic Study - #04211*		
East/West Street:	*SW 184 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)	*31*	*178*			*418*	*73*
Peak-Hour Factor, PHF	*0.79*	*0.79*	*1.00*	*1.00*	*0.93*	*0.93*
Hourly Flow Rate, HFR (veh/h)	*39*	*225*	*0*	*0*	*449*	*78*
Percent Heavy Vehicles	*2*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*1*
Configuration	*L*	*T*			*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*141*		*61*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.59*	*1.00*	*0.59*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*238*	*0*	*103*
Percent Heavy Vehicles	*0*	*0*	*0*	*2*	*0*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*					*L*		*R*
v (veh/h)	*39*					*238*		*103*
C (m) (veh/h)	*1040*					*364*		*610*
v/c	*0.04*					*0.65*		*0.17*
95% queue length	*0.12*					*4.42*		*0.60*
Control Delay (s/veh)	*8.6*					*31.7*		*12.1*
LOS	*A*					*D*		*B*
Approach Delay (s/veh)	--	--				*25.8*		
Approach LOS	--	--				*D*		

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