

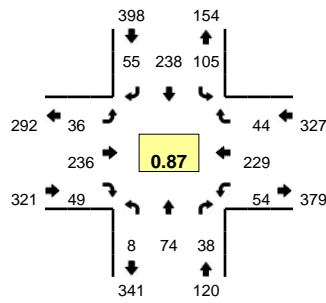
Study Intersection #14

Type of peak hour being reported: Intersection Peak

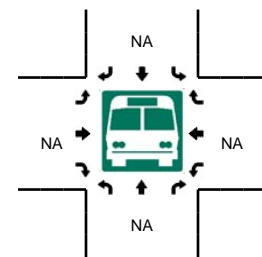
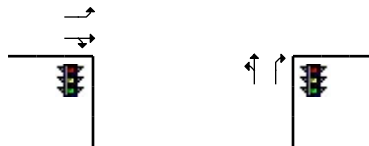
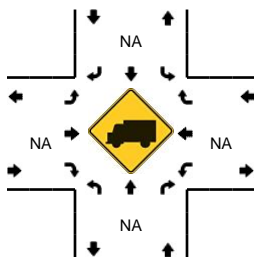
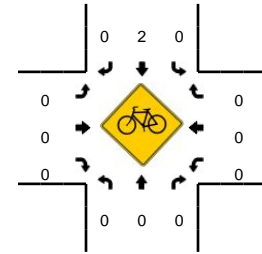
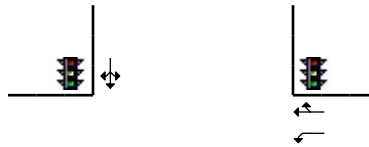
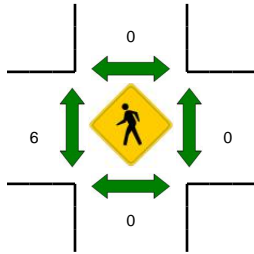
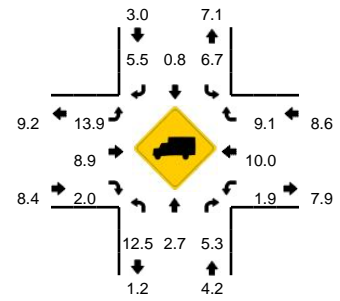
Method for determining peak hour: Total Entering Volume

LOCATION: SE 172nd Ave -- SE 1st St
CITY/STATE: Vancouver, WA

QC JOB #: 12453201
DATE: Thu, Mar 13 2014



Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 7:45 AM -- 8:00 AM



| 5-Min Count Period Beginning At | SE 172nd Ave (Northbound) | | | | SE 172nd Ave (Southbound) | | | | SE 1st St (Eastbound) | | | | SE 1st St (Westbound) | | | | Total | Hourly Totals |
|---------------------------------|---------------------------|------|-------|---|---------------------------|------|-------|---|-----------------------|------|-------|---|-----------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 1 | 2 | 0 | 0 | 5 | 16 | 4 | 0 | 1 | 13 | 3 | 0 | 0 | 12 | 3 | 0 | 60 | |
| 7:05 AM | 0 | 2 | 3 | 0 | 3 | 5 | 1 | 0 | 0 | 17 | 3 | 0 | 2 | 17 | 2 | 0 | 55 | |
| 7:10 AM | 0 | 7 | 0 | 0 | 6 | 13 | 0 | 0 | 3 | 13 | 1 | 0 | 5 | 5 | 1 | 0 | 54 | |
| 7:15 AM | 0 | 3 | 3 | 0 | 4 | 11 | 3 | 0 | 2 | 21 | 1 | 0 | 2 | 14 | 2 | 0 | 66 | |
| 7:20 AM | 1 | 7 | 4 | 0 | 4 | 9 | 5 | 0 | 1 | 15 | 2 | 0 | 1 | 12 | 4 | 0 | 65 | |
| 7:25 AM | 0 | 11 | 3 | 0 | 9 | 16 | 4 | 0 | 3 | 18 | 6 | 0 | 2 | 18 | 10 | 0 | 100 | |
| 7:30 AM | 1 | 4 | 0 | 0 | 11 | 11 | 8 | 0 | 0 | 18 | 2 | 0 | 4 | 17 | 1 | 0 | 77 | |
| 7:35 AM | 0 | 6 | 5 | 0 | 13 | 18 | 2 | 0 | 3 | 25 | 7 | 0 | 3 | 31 | 4 | 0 | 117 | |
| 7:40 AM | 0 | 5 | 3 | 0 | 10 | 18 | 3 | 0 | 4 | 13 | 3 | 0 | 7 | 25 | 5 | 0 | 96 | |
| 7:45 AM | 0 | 8 | 4 | 0 | 7 | 17 | 2 | 0 | 2 | 26 | 5 | 0 | 4 | 30 | 2 | 0 | 107 | |
| 7:50 AM | 0 | 3 | 3 | 0 | 7 | 37 | 2 | 0 | 6 | 22 | 4 | 0 | 7 | 23 | 3 | 0 | 117 | |
| 7:55 AM | 2 | 4 | 5 | 0 | 10 | 19 | 8 | 0 | 5 | 21 | 7 | 0 | 7 | 19 | 5 | 0 | 112 | 1026 |
| 8:00 AM | 3 | 7 | 3 | 0 | 6 | 29 | 3 | 0 | 3 | 21 | 3 | 0 | 9 | 8 | 1 | 0 | 96 | 1062 |
| 8:05 AM | 0 | 7 | 4 | 0 | 10 | 24 | 6 | 0 | 7 | 18 | 6 | 0 | 3 | 14 | 2 | 0 | 101 | 1108 |
| 8:10 AM | 0 | 7 | 3 | 0 | 12 | 17 | 6 | 0 | 1 | 16 | 2 | 0 | 4 | 16 | 6 | 0 | 90 | 1144 |
| 8:15 AM | 1 | 5 | 1 | 0 | 6 | 23 | 6 | 0 | 1 | 23 | 2 | 0 | 3 | 16 | 1 | 0 | 88 | 1166 |
| 8:20 AM | 0 | 6 | 0 | 0 | 6 | 7 | 2 | 0 | 1 | 14 | 7 | 0 | 1 | 14 | 4 | 0 | 62 | 1163 |
| 8:25 AM | 2 | 3 | 3 | 0 | 6 | 13 | 2 | 0 | 0 | 16 | 1 | 0 | 8 | 17 | 2 | 0 | 73 | 1136 |
| 8:30 AM | 0 | 4 | 4 | 0 | 8 | 11 | 3 | 0 | 3 | 12 | 1 | 0 | 1 | 16 | 2 | 0 | 65 | 1124 |
| 8:35 AM | 0 | 3 | 2 | 0 | 7 | 11 | 5 | 0 | 3 | 18 | 2 | 0 | 3 | 17 | 0 | 0 | 71 | 1078 |
| 8:40 AM | 2 | 5 | 1 | 0 | 5 | 17 | 4 | 0 | 1 | 14 | 4 | 0 | 8 | 13 | 1 | 0 | 75 | 1057 |
| 8:45 AM | 0 | 2 | 0 | 0 | 3 | 15 | 2 | 0 | 5 | 22 | 5 | 0 | 5 | 16 | 5 | 0 | 80 | 1030 |
| 8:50 AM | 3 | 2 | 5 | 0 | 10 | 24 | 2 | 0 | 2 | 19 | 4 | 0 | 5 | 20 | 1 | 0 | 97 | 1010 |
| 8:55 AM | 2 | 8 | 4 | 0 | 6 | 14 | 5 | 0 | 1 | 22 | 3 | 0 | 7 | 14 | 6 | 0 | 92 | 990 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 8 | 60 | 48 | 0 | 96 | 292 | 48 | 0 | 52 | 276 | 64 | 0 | 72 | 288 | 40 | 0 | 1344 | |
| Heavy Trucks | 0 | 4 | 4 | | 8 | 0 | 4 | | 16 | 20 | 4 | | 0 | 20 | 0 | | 80 | |
| Pedestrians | | 0 | | | | 0 | | | | 4 | | | | 0 | | | 4 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Railroad | | | | | | | | | | | | | | | | | | |
| Stopped Buses | | | | | | | | | | | | | | | | | | |

Comments: