WILTEC INTERSECTION TURNING MOVEMENT COUNT SUMMARY

FEHR AND PEERS/KAKU ASSOCIATES
COMMUNITY RECYCLING & RESOURCE RECOVERY INC.
THIRSDAY SEPTEMBER 13, 2007
7:00 AM TO 9:00 AM
15:08 RAMPS
PENAPS
SUN VALLEY
SUN VALLEY S/N E/N CLIENT:
PROJECT:
DATE:
PERIOD:
NTERSECTION:

CII.

| | | | | | | | | | | | PEAK HOUR | 730-830 | | | | | ALL MOVEMENTS TOTALS | | CARS TRUCKS PCE [a] TOTA | 189 37 74 | 167 39 78 | 212 33 66 | 263 38 76 | 218 49 98 | 172 47 94 | 146 44 88 | 141 40 80 | | 831 147 294 | 860 159 318 | 865 167 334 | 178 | 677 180 360 |
|-----------|---------------|---------|---------|---------|---------|---------|---------|---------|---------|-------------|-----------|---------|---------|---------|---------|---|----------------------|------|--------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------------|-------------|-------------|-------------|---------|-------------|
| | AL | 32 | 39 | 49 | 52 | 51 | 45 | 22 | 27 | | 172 | 191 | 197 | 170 | 145 | Ī | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| - | PCE [a] TOTAL | 18 | 22 | 24 | 24 | 28 | 24 | 10 | 14 | | 88 | 86 | 100 | 86 | 9/ | | | _ | PCE [a] TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 6 WBLT | TRUCKS | 6 | 11 | 12 | 12 | 14 | 12 | 5 | 7 | | 44 | 49 | 20 | 43 | 38 | | 12 | EBL. | TRUCKS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| | CARS T | 14 | 17 | 25 | 28 | 23 | 21 | 12 | 13 | | 84 | 93 | 6 | 84 | 69 | | | | CARS T | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| | ١. | 80 | 89 | 80 | 96 | 72 | 82 | 19 | 20 | | 323 | 315 | 332 | 313 | 268 | | - | | | 32 | 33 | 53 | 53 | 46 | 38 | 37 | 38 | | 171 | 185 | 190 | 174 | 159 |
| | PCE [a] TOTAL | 4 | 16 | 12 | 16 | 4 | 22 | 4 | 9 | | 48 | 48 | 75 | 46 | 36 | | | | PCE [a] TOTAL | 9 | 9 | 8 | 4 | 8 | 8 | 12 | 10 | | 24 | 56 | 28 | 32 | 38 |
| 5 WBTH | TRUCKS PC | 2 | 8 | 9 | 8 | 2 | Ξ | 2 | 3 | | 24 | 24 | 27 | 23 | 18 | | 11 | EBTH | TRUCKS PC | 3 | 3 | 4 | 2 | 4 | 4 | 9 | 2 | | 12 | 13 | 14 | 16 | 19 |
| | CARS TRU | 9/ | 52 | 89 | 79 | 89 | 83 | 22 | 44 | | 275 | 267 | 278 | 267 | 232 | | | | CARS TRU | 56 | 27 | 45 | 49 | 38 | 30 | 52 | 28 | | 147 | 159 | 162 | 142 | 121 |
| _ | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | | | 41 | 40 | 25 | 41 | 24 | 36 | 40 | 30 | | 147 | 130 | 126 | 141 | 130 |
| | [a] TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | | [a] TOTAL | 30 | 56 | 10 | 18 | 10 | 20 | 30 | 12 | | 8 | 64 | 58 | 78 | 72 |
| 4 WBRT | KS PCE [a] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 10 | EBRT | KS PCE [a] | 15 | 13 | 5 | 6 | 5 | 10 | 15 | 9 | | 42 | 32 | 53 | 39 | 36 |
| | 3 TRUCKS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | | 3 TRUCKS | 11 | 14 | 15 | 23 | 14 | 16 | 10 | 18 | | 83 | 99 | 68 | 63 | 58 |
| | CARS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | | CARS | 18 | 17 | 25 | 34 | 42 | 26 | 33 | 20 | | 94 | 118 | 127 | 135 | 121 |
| | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | | TOTAL | 2 | 9 | 8 | 4 | 8 | 8 | 4 | 12 | | 20 | 36 1 | 38 | | |
| 3 SBLT | BCE [a] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 6 | IBLT | PCE [a] | + | 3 | 4 | 2 | | 4 | 7 | . 9 | | 10 | 18 | 19 | 22 | |
| o | TRUCKS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | (| | | Z | TRUCKS | - | | 2 |) | | 3 | • | 8 | | | | | | |
| | CARS | | | | | | _ | | | | | | _ | | | | | | CARS | 16 | 11 | 17 | 30 | 24 | 18 | 19 | | | 74 | 82 | 88 | 91 | 69 |
| | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| Ξ | PCE [a] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | Ξ | PCE [a] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| SBTH | TRUCKS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 8 | NBTH | TRUCKS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| | CARS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | | CARS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | | TOTAL | 09 | 48 | 46 | 64 | 81 | 36 | 4 | 26 | | 218 | 239 | 227 | 222 | 214 |
| | PCE [a] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | | PCE [a] | 14 | 2 | 4 | 10 | 30 | 12 | 4 | 56 | | 30 | 46 | 26 | 70 | 98 |
| SBRT | TRUCKS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 4 | NBRT | TRUCKS | 7 | 1 | 2 | 5 | 15 | 9 | 0 | 13 | | 15 | 23 | 28 | 35 | 43 |
| | CARS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | | CARS | 46 | 46 | 42 | 54 | 51 | 24 | 83 | 30 | | 188 | 193 | 171 | 152 | 128 |
| | 15-MIN COUNTS | 700-715 | 715-730 | 730-745 | 745-800 | 800-815 | 815-830 | 830-845 | 845-900 | HOUR TOTALS | 700-800 | 715-815 | 730-830 | 745-845 | 006-008 | | | | 15-MIN COUNTS | 700-715 | 715-730 | 730-745 | 745-800 | 800-815 | 815-830 | 830-845 | 845-900 | HOUR TOTALS | 700-800 | 715-815 | 730-830 | 745-845 | 800-900 |

Notes: [a] Per Hg/may Capacity Manual (Transportation Research Board, 2000), for intersection analysis the Passenger Car Equivalent (PCE) of heavylarge vehicles is two.

WILTEC INTERSECTION TURNING MOVEMENT COUNT SUMMARY

FEHR AND PEERS/KAKU ASSOCIATES
COMMUNITY RECYCLING & RESOURCE RECOVERY INC.
THIRSDAY SEPTEMBER 13, 2007
4:00 PM.TO 6:00 PM.
15. SB RAMPS
PENROSE STREET
SUN VALLEY CLIENT:
PROJECT:
DATE:
PERIOD:
NTERSECTION:

S/N E/N

SBLT
CARS TRUCKS PCE [a] TOTAL CARS TRUCKS PCE [a] TOTAL SBRT
CARS TRUCKS PCE [a] TOTAL

| 415-430 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 9 | 12 | 89 | 21 | 8 | 6 27 | ı. | | | |
|--------------|-------|-----------|---------|------|------|---------|-------|------|--------|--------|-------|------|---------|---------------|-----|-------------|-------------|-----------|------|----------|------------|--------|------|----------------------|------------|-------|
| 430-445 | 0 | 0 | 0 | 0 | 0 0 | 0 | | 0 | 0 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 9 | 12 | 79 | 37 | 2 | 10 47 | | | | |
| 445-500 | 0 | 0 | 0 | 0 | 0 0 | 0 | | 0 | 0 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 6 | 18 | 82 | 28 | 6 | 18 46 | | | | |
| 500-515 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 2 | 10 | 9/ | 43 | 4 | 8 51 | | | | |
| 515-530 | 0 | 0 | 0 | 0 | 0 0 | 0 | | 0 | 0 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 3 | 9 | 73 | 28 | 2 | 4 32 | 6. | | | |
| 530-545 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 7 | 14 | 93 | 39 | 9 | 12 51 | | | | |
| 545-600 | 0 | 0 | 0 | 0 | 0 0 | 0 | | 0 | 0 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 9 | 12 | 28 | 53 | 3 | 9 35 | 100 | | | |
| HOUR TOTALS | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 400-500 | 0 | 0 | 0 | 0 | 0 0 | 0 | | 0 | 0 0 | 0 | 0 | 0 | 0 | 0 | 0 | 252 | 28 | 56 3 | 308 | 109 | 19 | 38 147 | | PEAK HOUR | | |
| 415-515 | 0 | 0 | 0 | 0 | 0 0 | 0 |) | 0 | 0 0 | 0 | 0 | 0 | 0 | 0 | 0 | 256 | 56 | 52 3 | 308 | 129 | 21 | 42 171 | | 445-545 | | |
| 430-530 | 0 | 0 | 0 | 0 | 0 0 | 0 | _ | 0 | 0 0 | 0 | 0 | 0 | 0 | 0 | 0 | 267 | 23 | 46 3 | 313 | 136 | 20 | 40 176 | ** | | | |
| 145-545 | 0 | 0 | 0 | 0 | 0 0 | 0 | | 0 | 0 0 | 0 | 0 | 0 | 0 . | 0 | 0 | 279 | 24 | 48 3 | 327 | 138 | 21 | 42 180 | - | | | |
| 500-600 | 0 | 0 | 0 | 0 | 0 0 | 0 | , | 0 | 0 0 | 0 | 0 | 0 | 0 | 0 | 0 | 258 | 21 | 42 3 | 300 | 139 | 15 | 30 169 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 7 | | | 1 | 8 | | | 6 | 6 | | | 우 | | | | = [| | | | 12 | | AL. | ALL MOVEMENTS TOTALS | STOTALS | |
| 5-MIN COUNTS | TRUC | S PCE [a] | I TOTAL | CARS | TRUC | PCE [a] | TOTAL | CARS | TRUCKS | CE [a] | TOTAL | CARS | TRIICKS | PCE (a) TOTAL | Ť. | CARS TRUCKS | CKS PCE [a] | [a] TOTAL | CARS | S TRUCKS | KS PCE [a] | TOTAL | CARS | TRUCKS | PCE (a) Tr | TOTAL |
| 400-415 | 1 1 | | 30 | 71 | 0 | | | 0 | 8 | 9 | 14 | 15 | 2 | 4 | 19 | 9 | | 4 | 53 | 0 | 0 | 0 | 198 | 31 | | 260 |
| 415-430 | 32 1 | 12 | 24 | 26 | 0 | 0 | | 0 | 20 10 | 20 | 40 | 26 | 8 | 9 | 32 | 37 | 4 | 8 | 45 | 0 | 0 | 0 0 | 192 | 38 | 9/ | 268 |
| 130-445 | 35 1 | 11 | 22 | 22 | 0 0 | 0 | _ | 1 | 13 4 | 8 | 21 | 19 | 2 | 10 | 59 | 52 | 2 | 4 | 26 | 0 | 0 | 0 0 | 223 | 33 | 99 | 289 |
| 445-500 | 39 1 | 12 | 24 | 63 | 0 0 | 0 | | 0 2 | 24 5 | 10 | 34 | 22 | 4 | 8 | 30 | 37 | 8 | 16 | 53 | 0 | 0 | 0 0 | 217 | 47 | 94 | 31. |
| 500-515 | 47 1 | 19 | 38 | 82 | 0 0 | 0 | _ | 1 | 12 4 | 8 | 20 | 53 | 8 | 9 | 32 | 41 | 9 | 12 | 53 | 0 | 0 | 0 0 | 238 | 41 | 82 | 320 |
| 515-530 | 34 | 14 | 28 | 62 | 0 0 | 0 | _ | 1 | 16 4 | 8 | 24 | 41 | 6 | 18 | 35 | 48 | 10 | 20 | 89 | 0 | 0 | 0 0 | 210 | 42 | 84 | 294 |
| 530-545 | 1 | 12 | 24 | 89 | 0 0 | 0 | | 1 | 10 13 | 26 | 36 | 53 | 11 | 22 | 45 | 36 | 5 | 10 | 46 | 0 | 0 | 0 0 | 231 | 54 | 108 | 339 |
| 545-600 | 1 46 | 11 | 22 | 89 | 0 0 | 0 | _ | 1 | 10 7 | 14 | 24 | 18 | 9 | 10 | 28 | 31 | 3 | 9 | 37 | 0 | 0 | 0 0 | 180 | 32 | 20 | 250 |
| HOUR TOTALS | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 400-500 | 147 5 | 50 1 | 100 | 247 | 0 0 | 0 | | 9 0 | 65 22 | 44 | 109 | 82 | 41 | 28 | 110 | 175 | 16 | 32 2 | 207 | 0 | 0 | 0 0 | 830 | 149 | 298 | 1128 |
| 415-515 | 153 5 | 54 1 | 108 | 261 | 0 0 | 0 |) | 9 0 | 69 23 | 46 | 115 | 96 | 15 | 30 | 126 | 167 | 20 | 40 2 | 207 | 0 | 0 | 0 0 | 870 | 159 | 318 | 1188 |
| 430-530 | 155 5 | 56 1 | 112 2 | 267 | 0 0 | 0 | , | 9 0 | 65 17 | 34 | 99 | 87 | 21 | 42 | 129 | 178 | 26 | 52 2 | 230 | 0 | 0 | 0 0 | 888 | 163 | 326 | 1214 |
| 445-545 | | 57 | 114 2 | 278 | 0 0 | 0 |) | 9 0 | 62 26 | 52 | 114 | 91 | 27 | 54 | 145 | 162 | 29 | 58 2 | 220 | 0 | 0 | 0 0 | 896 | 184 | 368 | 1264 |
| 500-600 | 171 5 | | 112 2 | 283 | 0 | 0 |) | 0 | 48 28 | 56 | 104 | 87 | 28 | 26 | 143 | 156 | 24 | 48 2 | 204 | 0 | 0 | 0 0 | 859 | 172 | 344 | 1203 |

Ndas: [at Highway Capacity Manual (Transportation Research Board, 2000), for intersection analysis the Passenger Car Equivalent (PCE) of heavy/large vehicles is two.