

CLIENT: FEHR AND PEERS/KAKU ASSOCIATES
 PROJECT: COMMUNITY RECYCLING & RESOURCE RECOVERY INC.
 DATE: THURSDAY SEPTEMBER 13, 2007
 PERIOD: 7:00 AM TO 8:00 AM
 INTERSECTION: N/S
 E/W
 CITY: PENROSE STREET
 SUN VALLEY

| 15-MIN COUNTS | 1 SBRT | | | 2 SBTH | | | 3 SBLT | | | 4 WBRT | | | 5 WBTH | | | 6 WBLT | | |
|-----------------------------|--------|--------|---------|--------|--------|---------|--------|--------|---------|--------|--------|---------|--------|--------|---------|--------|--------|---------|
| | CARS | TRUCKS | PCE [a] | CARS | TRUCKS | PCE [a] | CARS | TRUCKS | PCE [a] | CARS | TRUCKS | PCE [a] | CARS | TRUCKS | PCE [a] | CARS | TRUCKS | PCE [a] |
| 705-715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 2 | 4 | 80 | 14 | 9 |
| 715-730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 8 | 16 | 68 | 17 | 11 |
| 730-745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 6 | 12 | 80 | 25 | 12 |
| 745-800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 8 | 16 | 95 | 28 | 12 |
| 800-815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 2 | 4 | 72 | 23 | 14 |
| 815-830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 11 | 22 | 85 | 21 | 12 |
| 830-845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 2 | 4 | 61 | 12 | 5 |
| 845-900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 3 | 6 | 50 | 13 | 7 |
| HOURL TOTALS | | | | | | | | | | | | | | | | | | |
| 705-800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 275 | 24 | 48 | 323 | 84 | 44 |
| 715-815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 267 | 24 | 48 | 315 | 93 | 49 |
| 730-830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 278 | 27 | 54 | 332 | 97 | 50 |
| 745-845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 267 | 23 | 46 | 313 | 84 | 43 |
| 800-900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 232 | 18 | 36 | 268 | 69 | 38 |
| ALL MOVEMENTS TOTALS | | | | | | | | | | | | | | | | | | |
| 705-715 | 46 | 7 | 14 | 60 | 0 | 0 | 2 | 16 | 11 | 15 | 30 | 41 | 26 | 3 | 6 | 32 | 0 | 0 |
| 715-730 | 46 | 1 | 2 | 48 | 0 | 0 | 11 | 3 | 17 | 14 | 13 | 26 | 27 | 3 | 6 | 33 | 0 | 0 |
| 730-745 | 42 | 2 | 4 | 46 | 0 | 0 | 17 | 4 | 8 | 25 | 15 | 5 | 45 | 4 | 8 | 53 | 0 | 0 |
| 745-800 | 54 | 5 | 10 | 64 | 0 | 0 | 30 | 2 | 4 | 34 | 23 | 9 | 49 | 2 | 4 | 53 | 0 | 0 |
| 800-815 | 51 | 15 | 30 | 81 | 0 | 0 | 24 | 9 | 18 | 42 | 14 | 5 | 38 | 4 | 8 | 46 | 0 | 0 |
| 815-830 | 24 | 6 | 12 | 36 | 0 | 0 | 16 | 4 | 8 | 26 | 16 | 10 | 30 | 4 | 8 | 38 | 0 | 0 |
| 830-845 | 23 | 9 | 18 | 41 | 0 | 0 | 19 | 7 | 14 | 33 | 10 | 15 | 25 | 6 | 12 | 37 | 0 | 0 |
| 845-900 | 30 | 13 | 26 | 56 | 0 | 0 | 8 | 6 | 12 | 20 | 18 | 6 | 28 | 5 | 10 | 38 | 0 | 0 |
| HOURL TOTALS | | | | | | | | | | | | | | | | | | |
| 705-800 | 188 | 15 | 30 | 218 | 0 | 0 | 74 | 10 | 20 | 94 | 63 | 42 | 147 | 12 | 24 | 171 | 0 | 0 |
| 715-815 | 193 | 23 | 46 | 239 | 0 | 0 | 82 | 18 | 36 | 118 | 66 | 32 | 64 | 130 | 159 | 13 | 26 | 185 |
| 730-830 | 171 | 28 | 56 | 227 | 0 | 0 | 89 | 19 | 38 | 127 | 68 | 29 | 58 | 126 | 162 | 14 | 28 | 190 |
| 745-845 | 152 | 35 | 70 | 222 | 0 | 0 | 91 | 22 | 44 | 135 | 63 | 39 | 78 | 141 | 142 | 16 | 32 | 174 |
| 800-900 | 128 | 43 | 86 | 214 | 0 | 0 | 69 | 26 | 52 | 121 | 58 | 36 | 72 | 130 | 121 | 19 | 38 | 158 |
| ALL MOVEMENTS TOTALS | | | | | | | | | | | | | | | | | | |
| 705-715 | 188 | 15 | 30 | 218 | 0 | 0 | 74 | 10 | 20 | 94 | 63 | 42 | 147 | 12 | 24 | 171 | 0 | 0 |
| 715-815 | 193 | 23 | 46 | 239 | 0 | 0 | 82 | 18 | 36 | 118 | 66 | 32 | 64 | 130 | 159 | 13 | 26 | 185 |
| 730-830 | 171 | 28 | 56 | 227 | 0 | 0 | 89 | 19 | 38 | 127 | 68 | 29 | 58 | 126 | 162 | 14 | 28 | 190 |
| 745-845 | 152 | 35 | 70 | 222 | 0 | 0 | 91 | 22 | 44 | 135 | 63 | 39 | 78 | 141 | 142 | 16 | 32 | 174 |
| 800-900 | 128 | 43 | 86 | 214 | 0 | 0 | 69 | 26 | 52 | 121 | 58 | 36 | 72 | 130 | 121 | 19 | 38 | 158 |

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

PEAK HOUR
 730-830

CLIENT: FEHR AND PEERS/KAKU ASSOCIATES
 PROJECT: COMMUNITY RECYCLING & RESOURCE RECOVERY INC.
 DATE: THURSDAY, SEPTEMBER 13, 2007
 PERIOD: 4:30 PM TO 6:30 PM
 INTERSECTION: N/S
 E/W
 CITY: PENROSE STREET
 SUN VALLEY

| 15-MIN COUNTS | 1 | | | 2 | | | 3 | | | 4 | | | 5 | | | 6 | | |
|----------------------|------|--------|---------|------|--------|---------|------|--------|---------|------|--------|---------|------|--------|---------|------|--------|---------|
| | CARS | TRUCKS | PCE [a] | CARS | TRUCKS | PCE [a] | CARS | TRUCKS | PCE [a] | CARS | TRUCKS | PCE [a] | CARS | TRUCKS | PCE [a] | CARS | TRUCKS | PCE [a] |
| 400-415 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 7 | 14 | 76 | 23 | 4 |
| 415-430 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 6 | 12 | 68 | 21 | 3 |
| 430-445 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 9 | 18 | 79 | 37 | 5 |
| 445-500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 9 | 18 | 85 | 28 | 9 |
| 500-515 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 5 | 10 | 76 | 43 | 4 |
| 515-530 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 3 | 6 | 73 | 28 | 2 |
| 530-545 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 7 | 14 | 93 | 39 | 6 |
| 545-600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 6 | 12 | 58 | 29 | 3 |
| HOURLY TOTALS | | | | | | | | | | | | | | | | | | |
| 400-500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 252 | 28 | 56 | 308 | 109 | 19 |
| 415-515 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 256 | 26 | 52 | 308 | 129 | 21 |
| 430-530 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 267 | 23 | 46 | 313 | 136 | 20 |
| 445-545 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 279 | 24 | 48 | 327 | 138 | 21 |
| 500-600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 258 | 21 | 42 | 306 | 139 | 15 |

PEAK HOUR
445-545

| 15-MIN COUNTS | 7 | | | 8 | | | 9 | | | 10 | | | 11 | | | 12 | | |
|----------------------|------|--------|---------|------|--------|---------|------|--------|---------|------|--------|---------|------|--------|---------|------|--------|---------|
| | CARS | TRUCKS | PCE [a] | CARS | TRUCKS | PCE [a] | CARS | TRUCKS | PCE [a] | CARS | TRUCKS | PCE [a] | CARS | TRUCKS | PCE [a] | CARS | TRUCKS | PCE [a] |
| 400-415 | 41 | 15 | 30 | 71 | 0 | 0 | 8 | 3 | 6 | 14 | 15 | 2 | 4 | 49 | 2 | 4 | 53 | 0 |
| 415-430 | 32 | 12 | 24 | 56 | 0 | 0 | 20 | 10 | 20 | 40 | 26 | 3 | 6 | 32 | 37 | 4 | 8 | 45 |
| 430-445 | 35 | 11 | 22 | 57 | 0 | 0 | 13 | 4 | 8 | 21 | 19 | 5 | 10 | 29 | 52 | 2 | 4 | 56 |
| 445-500 | 39 | 12 | 24 | 63 | 0 | 0 | 24 | 5 | 10 | 34 | 22 | 4 | 8 | 30 | 37 | 8 | 16 | 53 |
| 500-515 | 47 | 19 | 38 | 85 | 0 | 0 | 12 | 4 | 8 | 20 | 29 | 3 | 6 | 35 | 41 | 6 | 12 | 53 |
| 515-530 | 34 | 14 | 28 | 62 | 0 | 0 | 16 | 4 | 8 | 24 | 17 | 9 | 18 | 35 | 48 | 10 | 20 | 68 |
| 530-545 | 44 | 12 | 24 | 68 | 0 | 0 | 10 | 13 | 26 | 36 | 23 | 11 | 22 | 45 | 36 | 5 | 10 | 46 |
| 545-600 | 46 | 11 | 22 | 68 | 0 | 0 | 10 | 7 | 14 | 24 | 18 | 5 | 10 | 28 | 31 | 6 | 37 | 0 |
| HOURLY TOTALS | | | | | | | | | | | | | | | | | | |
| 400-500 | 147 | 50 | 100 | 247 | 0 | 0 | 65 | 22 | 44 | 109 | 82 | 14 | 28 | 110 | 175 | 16 | 32 | 207 |
| 415-515 | 153 | 54 | 108 | 261 | 0 | 0 | 69 | 23 | 46 | 115 | 96 | 15 | 30 | 126 | 167 | 20 | 40 | 207 |
| 430-530 | 155 | 56 | 112 | 267 | 0 | 0 | 65 | 17 | 34 | 99 | 87 | 21 | 42 | 126 | 178 | 26 | 52 | 236 |
| 445-545 | 164 | 57 | 114 | 278 | 0 | 0 | 62 | 26 | 52 | 114 | 91 | 27 | 54 | 145 | 162 | 29 | 58 | 226 |
| 500-600 | 171 | 56 | 112 | 293 | 0 | 0 | 48 | 28 | 56 | 104 | 87 | 28 | 56 | 143 | 156 | 24 | 48 | 204 |

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