

Appendix 2

Traffic Volume Calculations

US 50 Corridor Study

Int 1 - US 50 & Pine Cone Rd

Street	App	Mvmt	2020 Existing		Background Growth		Approved Projects		2040 Total No-Action Alt		Alternative Concepts - 2040 Volumes							
			AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	Arterial		Parkway		Controlled- Access			
											AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK
US 50	EB	Left	47	96	19	38	1	1	67	135	67	135	67	135	67	135	67	135
		Thru	392	1286	157	514	517	1127	1066	2927	1,066	2,927	1,066	2,927	1,066	2,927	1,066	2,927
		Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
US 50	WB	Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Thru	1279	612	512	245	920	667	2711	1524	2,711	1,524	2,711	1,524	2,711	1,524	2,711	1,524
		Right	20	21	8	8	6	4	34	33	34	33	34	33	34	33	34	33
	NB	Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Thru	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pine Cone Rd	SB	Left	10	21	4	8	1	7	15	36	15	36	0	0	0	0	0	0
		Thru	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Right	74	78	30	31	1	1	105	110	105	110	105	110	105	110	105	110

Int 2 - US 50 & Retail Rd

Street	App	Mvmt	2020 Existing		Background Growth		Approved Projects		2040 Total No-Action Alt		Alternative Concepts - 2040 Volumes							
			AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	Arterial		Parkway		Controlled- Access			
											AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK
US 50	EB	Left	2	10	1	4	51	165	54	179	79	229	54	179	54	179	54	179
		Thru	346	1117	138	447	519	1072	1003	2636	978	2,586	963	2,550	963	2,550	963	2,550
		Right	2	12	8	5	0	0	10	17	10	17	10	17	10	17	10	17
US 50	WB	Left	0	0	10	10	0	0	10	10	10	10	16	15	16	15	16	15
		Thru	1308	615	523	246	992	723	2823	1584	2,823	1,584	2,791	1,571	2,823	1,584	2,823	1,584
		Right	32	46	13	18	14	21	59	85	59	85	59	85	59	85	59	85
River Rd	NB	Left	0	0	10	10	0	0	10	10	10	10	42	23	10	10	10	10
		Thru	0	0	5	5	0	0	5	5	5	5	5	5	5	5	5	5
		Right	4	1	6	9	0	0	10	10	10	10	10	10	10	10	10	10
Retail Rd	SB	Left	63	260	25	52	16	18	104	330	104	330	119	366	119	366	119	366
		Thru	0	0	5	5	0	0	5	5	5	5	5	5	5	5	5	5
		Right	25	24	10	10	167	109	202	143	202	143	202	143	202	143	202	143

US 50 Corridor Study

Int 3 - US 50 & Fortune Dr

Street	App	Mvmt	2020 Existing		Background Growth		Approved Projects		2040 Total No-Action Alt		Alternative Concepts - 2040 Volumes					
			AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	Arterial		Parkway		Controlled- Access	
			AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK
US 50	EB	Left	84	292	17	59	102	161	203	512	213	532	213	532	213	532
		Thru	321	1098	128	439	416	974	865	2511	855	2,491	855	2,491	855	2,491
		Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-
US 50	WB	Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Thru	1028	493	411	197	943	746	2382	1436	2,382	1,436	2,356	1,428	2,356	1,428
		Right	49	45	20	18	50	43	119	106	119	106	119	106	119	106
	NB	Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Thru	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fortune Dr	SB	Left	34	52	14	21	76	127	124	200	124	200	124	200	124	200
		Thru	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Right	311	129	62	26	137	112	510	267	510	267	510	267	510	267

Int 4 - US 50 & Enterprise Way

Street	App	Mvmt	2020 Existing		Background Growth		Approved Projects		2040 Total No-Action Alt		Alternative Concepts - 2040 Volumes					
			AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	Arterial		Parkway		Controlled- Access	
			AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK
US 50	EB	Left	11	9	11	9	0	0	22	18	22	18	0	0	N/A	
		Thru	328	1099	131	440	521	1163	980	2702	980	2,702	918	2,536		
		Right	-	-	-	-	-	-	-	-	-	-	-	-		
US 50	WB	Left	-	-	-	-	-	-	-	-	-	-	-	-	N/A	
		Thru	1059	550	424	220	1060	837	2543	1607	2,533	1,589	2,533	1,589		
		Right	6	4	6	6	0	0	12	10	12	10	12	10		
	NB	Left	-	-	-	-	-	-	-	-	-	-	-	-		
		Thru	-	-	-	-	-	-	-	-	-	-	-	-		
		Right	-	-	-	-	-	-	-	-	-	-	-	-		
Enterprise Way	SB	Left	4	9	6	9	0	0	10	18	0	0	0	0		
		Thru	-	-	-	-	-	-	-	-	-	-	-	-		
		Right	2	16	8	16	0	0	10	32	10	32	10	32		

US 50 Corridor Study

Int 5 - US 50 & Occidental Dr (South)

Street	App	Mvmt	2020 Existing		Background Growth		Approved Projects		2040 Total No-Action Alt		Alternative Concepts - 2040 Volumes					
			AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	Arterial		Parkway		Controlled- Access	
											AM PK	PM PK	AM PK	PM PK	AM PK	PM PK
US 50	EB	Left	13	97	5	39	0	0	18	136	0	0	0	0	N/A	
		Thru	304	993	122	397	553	1237	979	2627	997	2,763	997	2,763		
		Right	-	-	-	-	-	-	-	-	-	-	-	-		
US 50	WB	Left	-	-	-	-	-	-	-	-	-	-	-	N/A		
		Thru	903	483	361	193	1136	892	2400	1568	2,400	1,568	2,400			1,568
		Right	2	5	8	5	0	0	10	10	10	10	10			10
	NB	Left	-	-	-	-	-	-	-	-	-	-	-			-
		Thru	-	-	-	-	-	-	-	-	-	-	-			-
		Right	-	-	-	-	-	-	-	-	-	-	-			-
Occidental Dr	SB	Left	1	2	9	8	0	0	10	10	0	0	0		0	
		Thru	-	-	-	-	-	-	-	-	-	-	-		-	
		Right	86	37	34	15	0	0	120	52	120	52	120		52	

Int 6 - US 50 & Cardelli Rd / River Boat Rd

Street	App	Mvmt	2020 Existing		Background Growth		Approved Projects		2040 Total No-Action Alt		Alternative Concepts - 2040 Volumes						
			AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	Arterial		Parkway		Controlled- Access		
											AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK
US 50	EB	Left	54	208	22	83	37	119	113	410	131	546	131	546	N/A		
		Thru	253	764	101	306	555	1207	909	2277	899	2,267	899	2,267			
		Right	3	4	7	6	0	0	10	10	67	215	67	215			
US 50	WB	Left	0	3	10	7	0	0	10	10	46	40	46	40		N/A	
		Thru	716	380	286	152	1113	891	2115	1423	2,115	1,423	2,013	1,388			
		Right	51	43	20	17	0	0	71	60	71	60	71	60			
Cardelli Rd	NB	Left	5	2	5	8	0	0	10	10	189	114	291	149			N/A
		Thru	3	3	2	2	0	0	5	5	5	5	12	12			
		Right	7	0	3	10	0	0	10	10	39	45	39	45			
River Boat Rd	SB	Left	41	50	16	20	0	0	57	70	67	80	77	107	N/A		
		Thru	2	4	3	2	0	0	5	6	5	6	10	19			
		Right	175	101	70	40	113	67	358	208	358	208	358	208			

US 50 Corridor Study

Int 7 - US 50 & Occidental Dr (North)

Street	App	Mvmt	2020 Existing		Background Growth		Approved Projects		2040 Total		Alternative Concepts - 2040 Volumes					
			No-Action Alt		Arterial		Parkway		Controlled- Access							
			AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK		
US 50	EB	Left	21	52	8	21	0	0	29	73	29	73	29	73	N/A	
		Thru	247	651	99	260	590	1275	936	2186	936	2,186	946	2,213		
		Right	25	178	10	71	0	0	35	249	35	249	35	249		
US 50	WB	Left	3	19	7	8	0	0	10	27	10	27	10	27		
		Thru	579	360	232	144	1182	949	1993	1453	1,993	1,453	2,095	1,488		
		Right	9	16	4	6	0	0	13	22	13	22	13	22		
Occidental Dr	NB	Left	146	50	58	20	0	0	204	70	204	70	0	0		
		Thru	5	5	2	2	0	0	7	7	7	7	0	0		
		Right	11	9	4	4	0	0	15	13	15	13	15	13		
Occidental Dr	SB	Left	7	19	3	8	0	0	10	27	10	27	0	0		
		Thru	3	9	2	4	0	0	5	13	5	13	0	0		
		Right	29	27	12	11	0	0	41	38	41	38	41	38		

Int 8 - US 50 & Ft Churchill Rd / 6-Mile Rd

Street	App	Mvmt	2020 Existing		Background Growth		Approved Projects		2040 Total		Alternative Concepts - 2040 Volumes					
			No-Action Alt		Arterial		Parkway		Controlled- Access							
			AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK		
US 50	EB	Left	17	49	7	20	44	138	68	207	68	207	68	207	N/A	
		Thru	199	541	80	216	585	1215	864	1972	864	1,972	842	1,895		
		Right	47	84	19	34	0	0	66	118	66	118	88	195		
US 50	WB	Left	7	13	3	5	0	0	10	18	10	18	15	38		
		Thru	432	307	173	123	1133	938	1738	1368	1,738	1,368	1,566	1,214		
		Right	14	26	6	10	18	57	38	93	38	93	38	93		
Ft Churchill Rd	NB	Left	86	56	34	22	0	0	120	78	120	78	425	299		
		Thru	4	18	2	7	0	0	6	25	6	25	18	37		
		Right	13	17	5	7	0	0	18	24	18	24	28	36		
6-Mile Rd	SB	Left	19	25	8	10	62	38	89	73	89	73	105	88		
		Thru	10	16	4	6	0	0	14	22	14	22	24	40		
		Right	66	37	26	15	130	77	222	129	222	129	222	129		

US 50 Corridor Study

Int 9 - US 50 & LaFond Ave

Street	App	Mvmt	2020 Existing		Background Growth		Approved Projects		2040 Total No-Action Alt		Alternative Concepts - 2040 Volumes					
			AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	Arterial		Parkway		Controlled- Access	
US 50	EB	Left	9	41	4	16	20	64	33	121	38	133	38	133	N/A	
		Thru	221	549	88	220	653	1254	962	2023	925	1,899	963	1,991		
		Right	-	-	-	-	12	42	12	42	45	154	0	0		
US 50	WB	Left	-	-	-	-	-	-	-	-	5	20	0	0		
		Thru	404	332	162	133	1163	978	1729	1443	1,557	1,289	1,542	1,289		
		Right	7	9	3	4	18	57	28	70	28	70	28	70		
	NB	Left	-	-	-	-	-	-	-	-	172	154	0	0		
		Thru	-	-	-	-	-	-	-	-	5	5	0	0		
		Right	-	-	-	-	10	10	10	10	20	24	0	0		
LaFond Ave	SB	Left	6	8	2	3	14	8	22	19	32	29	0	0		
		Thru	-	-	-	-	-	-	-	-	5	5	0	0		
		Right	46	21	18	8	8	36	72	65	72	65	72	65		

Int 10 - US 50 & Mark Twain Ave

Street	App	Mvmt	2020 Existing		Background Growth		Approved Projects		2040 Total No-Action Alt		Alternative Concepts - 2040 Volumes					
			AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	Arterial		Parkway		Controlled- Access	
US 50	EB	Left	4	17	6	7	0	0	10	24	0	0	0	0	N/A	
		Thru	224	539	90	216	640	1108	954	1863	1,012	2,025	1,008	2,075		
		Right	-	-	-	-	65	224	65	224	0	0	0	0		
US 50	WB	Left	-	-	-	-	10	39	10	39	0	0	0	0		
		Thru	411	330	164	132	1090	944	1665	1406	1,675	1,431	1,645	1,399		
		Right	1	4	9	6	0	0	10	10	10	10	10	10		
	NB	Left	-	-	-	-	172	154	172	154	0	0	0	0		
		Thru	-	-	-	-	5	5	5	5	0	0	0	0		
		Right	-	-	-	-	20	27	20	27	0	0	0	0		
Mark Twain Ave	SB	Left	2	1	8	9	0	0	10	10	0	0	0	0		
		Thru	-	-	-	-	5	5	5	5	0	0	0	0		
		Right	3	10	7	4	0	0	10	14	10	14	10	14		

US 50 Corridor Study

Int 11 - US 50 & Rainbow Dr (West)

Street	App	Mvmt	2020 Existing		Background Growth		Approved Projects		2040 Total No-Action Alt		Alternative Concepts - 2040 Volumes					
			AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	Arterial		Parkway		Controlled- Access	
US 50	EB	Left	4	11	2	4	5	16	11	31	16	43	16	43	N/A	
		Thru	224	509	90	204	695	1185	1009	1898	999	1,885	983	1,870		
		Right	1	9	5	4	4	14	10	27	43	139	65	216		
US 50	WB	Left	0	2	8	1	2	7	10	10	0	0	0	0		
		Thru	402	320	161	128	1132	1006	1695	1454	1,690	1,435	1,660	1,403		
		Right	1	10	9	4	0	0	10	14	10	14	10	14		
Rainbow Dr	NB	Left	6	10	2	4	43	39	51	53	0	0	0	0		
		Thru	0	2	5	3	0	0	5	5	0	0	0	0		
		Right	0	2	6	3	4	5	10	10	20	24	30	35		
Rainbow Dr	SB	Left	4	5	6	5	0	0	10	10	0	0	0	0		
		Thru	0	0	5	5	0	0	5	5	0	0	0	0		
		Right	7	9	3	4	14	8	24	21	24	21	24	21		

Int 12 - US 50 & Pinenut Dr

Street	App	Mvmt	2020 Existing		Background Growth		Approved Projects		2040 Total No-Action Alt		Alternative Concepts - 2040 Volumes					
			AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	Arterial		Parkway		Controlled- Access	
US 50	EB	Left	2	3	1	1	47	148	50	152	50	152	55	157	N/A	
		Thru	223	504	89	202	691	1094	1003	1800	993	1,790	972	1,771		
		Right	3	9	7	4	0	0	10	13	10	13	10	13		
US 50	WB	Left	0	1	10	9	0	0	10	10	25	40	0	0		
		Thru	391	325	156	130	1057	985	1604	1440	1,640	1,464	1,671	1,495		
		Right	0	1	10	9	0	0	10	10	10	10	10	10		
Pinenut Dr	NB	Left	6	5	4	5	0	0	10	10	61	63	0	0		
		Thru	0	0	5	5	0	0	5	5	10	10	0	0		
		Right	1	2	9	8	0	0	10	10	10	10	10	10		
Pinenut Dr	SB	Left	0	0	10	10	0	0	10	10	20	20	41	40		
		Thru	0	0	5	5	0	0	5	5	10	10	0	0		
		Right	7	2	3	1	141	84	151	87	151	87	151	87		

US 50 Corridor Study

Int 13 - US 50 & Rainbow Dr (East)

Street	App	Mvmt	2020 Existing		Background Growth		Approved Projects		2040 Total No-Action Alt		Alternative Concepts - 2040 Volumes					
			AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	Arterial		Parkway		Controlled- Access	
											AM PK	PM PK	AM PK	PM PK	AM PK	PM PK
US 50	EB	Left	0	2	10	8	0	0	10	10	10	10	0	0	N/A	
		Thru	223	509	89	204	736	1153	1048	1866	1,048	1,866	1,053	1,871		
		Right	0	6	10	4	0	0	10	10	10	10	10	10		
US 50	WB	Left	0	2	10	8	0	0	10	10	10	10	0	0		
		Thru	401	305	160	122	1132	1047	1693	1474	1,693	1,474	1,714	1,481		
		Right	0	0	9	6	1	4	10	10	10	10	10	10		
Rainbow Dr	NB	Left	3	1	7	9	0	0	10	10	10	10	0	0		
		Thru	0	0	5	5	0	0	5	5	5	5	0	0		
		Right	1	4	9	6	0	0	10	10	10	10	10	10		
Rainbow Dr	SB	Left	1	0	5	8	4	2	10	10	10	10	0	0		
		Thru	1	2	4	3	0	0	5	5	5	5	0	0		
		Right	4	0	6	10	0	0	10	10	10	10	10	10		

Int 14 - US 50 & Chaves Rd / Bryce Rd

Street	App	Mvmt	2020 Existing		Background Growth		Approved Projects		2040 Total No-Action Alt		Alternative Concepts - 2040 Volumes					
			AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	Arterial		Parkway		Controlled- Access	
											AM PK	PM PK	AM PK	PM PK	AM PK	PM PK
US 50	EB	Left	20	22	8	9	174	394	202	425	202	425	207	430	N/A	
		Thru	205	483	82	193	554	771	841	1447	841	1,447	836	1,442		
		Right	0	0	0	0	62	59	62	59	62	59	62	59		
US 50	WB	Left	0	1	0	0	41	22	41	23	41	23	76	73		
		Thru	382	297	153	119	702	748	1237	1164	1,237	1,164	1,227	1,154		
		Right	0	1	0	0	113	132	113	133	113	133	113	133		
Chaves Rd	NB	Left	0	2	0	1	93	107	93	110	93	110	134	152		
		Thru	0	0	0	0	19	21	19	21	19	21	34	36		
		Right	0	0	0	0	14	47	14	47	14	47	14	47		
Bryce Rd	SB	Left	2	3	1	1	145	129	148	133	148	133	153	138		
		Thru	0	0	0	0	13	26	13	26	13	26	28	41		
		Right	20	13	8	5	376	234	404	252	404	252	404	252		

US 50 Corridor Study

Int 15 - US 50 & Neigh Rd

Street	App	Mvmt	2020 Existing		Background Growth		Approved Projects		2040 Total No-Action Alt		Alternative Concepts - 2040 Volumes					
			AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	Arterial		Parkway		Controlled- Access	
US 50	EB	Left	2	1	8	9	0	0	10	10	10	10	10	10	N/A	
		Thru	208	479	83	192	730	953	1021	1624	1,021	1,624	1,021	1,624		
		Right	-	-	-	-	-	-	-	-	-	-	-	-		
US 50	WB	Left	-	-	-	-	-	-	-	-	-	-	-	N/A		
		Thru	379	298	152	119	880	929	1411	1346	1,411	1,346	1,411			1,346
		Right	0	0	10	10	0	0	10	10	10	10	10			10
	NB	Left	-	-	-	-	-	-	-	-	-	-	-			-
		Thru	-	-	-	-	-	-	-	-	-	-	-			-
		Right	-	-	-	-	-	-	-	-	-	-	-			-
Neigh Rd	SB	Left	0	2	10	8	0	0	10	10	10	10	10		10	
		Thru	-	-	-	-	-	-	-	-	-	-	-		-	
		Right	1	1	9	9	0	0	10	10	10	10	10		10	

Int 16 - US 50 & Traditions Pkwy

Street	App	Mvmt	2020 Existing		Background Growth		Approved Projects		2040 Total No-Action Alt		Alternative Concepts - 2040 Volumes					
			AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	Arterial		Parkway		Controlled- Access	
US 50	EB	Left	-	-	-	-	40	148	40	148	40	148	62	166	N/A	
		Thru	335	1106	134	442	485	1030	954	2578	954	2,578	932	2,560		
		Right	10	15	4	6	0	0	14	21	14	21	14	21		
US 50	WB	Left	8	2	3	8	0	0	11	10	11	10	0	0		N/A
		Thru	1055	557	422	223	933	761	2410	1541	2,410	1,541	2,410	1,541		
		Right	-	-	-	-	38	135	38	135	38	135	38	135		
Segale Rd	NB	Left	23	9	9	4	0	0	32	13	32	13	0	0		
		Thru	-	-	-	-	5	5	5	5	5	5	0	0		
		Right	4	2	6	8	0	0	10	10	10	10	10	10		
Traditions PKWY	SB	Left	-	-	-	-	127	76	127	76	137	94	137	94		
		Thru	-	-	-	-	5	5	5	5	5	5	0	0		
		Right	-	-	-	-	141	84	141	84	141	84	141	84		

US 50 Corridor Study

Int 16A - US 50 WB Ramps & Traditions Pkwy

Street	App	Mvmt	2020 Existing		Background Growth		Approved Projects		2040 Total No-Action Alt		Alternative Concepts - 2040 Volumes					
			AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	Arterial		Parkway		Controlled- Access	
											AM PK	PM PK	AM PK	PM PK	AM PK	PM PK
US 50	EB	Left													82	135
		Thru													17	15
		Right													24	10
US 50	WB	Left													20	28
		Thru													15	37
		Right	N/A		N/A		N/A		N/A		N/A		N/A		10	10
Segale Rd	NB	Left													32	13
		Thru													55	163
		Right													32	28
Traditions PKWY	SB	Left													10	10
		Thru													142	179
		Right													141	84

Int 16B - US 50 EB Ramps & Traditions Pkwy

Street	App	Mvmt	2020 Existing		Background Growth		Approved Projects		2040 Total No-Action Alt		Alternative Concepts - 2040 Volumes					
			AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	AM PK	PM PK	Arterial		Parkway		Controlled- Access	
											AM PK	PM PK	AM PK	PM PK	AM PK	PM PK
US 50	EB	Left													10	10
		Thru													5	5
		Right													10	10
US 50	WB	Left													14	21
		Thru													5	5
		Right	N/A		N/A		N/A		N/A		N/A		N/A		62	166
Segale Rd	NB	Left													10	10
		Thru													47	28
		Right													10	22
Traditions PKWY	SB	Left													137	102
		Thru													39	25
		Right													10	10

US 50 Corridor Study

Int 17A - US 50 WB Ramps & 6-Mile/Ft Churchill

Street	App	Mvmt	2020 Existing		Background Growth		Approved Projects		2040 Total No-Action Alt		Alternative Concepts - 2040 Volumes					
			AM PK		PM PK		AM PK		PM PK		Arterial		Parkway		Controlled- Access	
			AM	PK	AM	PK	AM	PK	AM	PK	AM	PK	AM	PK	AM	PK
US 50	EB	Left														
		Thru														
		Right														
US 50	WB	Left													181	264
		Thru													119	117
		Right	N/A		N/A		N/A		N/A		N/A		N/A		345	483
Ft Churchill Rd	NB	Left													598	634
		Thru													202	692
		Right													-	-
6-Mile Rd	SB	Left													-	-
		Thru													293	533
		Right													624	409

Int 17B - US 50 EB Ramps & 6-Mile/Ft Churchill

Street	App	Mvmt	2020 Existing		Background Growth		Approved Projects		2040 Total No-Action Alt		Alternative Concepts - 2040 Volumes					
			AM PK		PM PK		AM PK		PM PK		Arterial		Parkway		Controlled- Access	
			AM	PK	AM	PK	AM	PK	AM	PK	AM	PK	AM	PK	AM	PK
US 50	EB	Left													271	971
		Thru													10	20
		Right													188	643
US 50	WB	Left													-	-
		Thru													-	-
		Right	N/A		N/A		N/A		N/A		N/A		N/A		-	-
Ft Churchill Rd	NB	Left													-	-
		Thru													529	354
		Right													116	384
6-Mile Rd	SB	Left													264	487
		Thru													210	310
		Right													-	-

US 50 Corridor Study

Int 18A - US 50 WB Ramps & Bryce/Chaves

Street	App	Mvmt	2020 Existing		Background Growth		Approved Projects		2040 Total No-Action Alt		Alternative Concepts - 2040 Volumes					
			AM	PM	AM	PM	AM	PM	AM	PM	Arterial		Parkway		Controlled- Access	
			PK	PK	PK	PK	PK	PK	PK	PK	AM	PM	AM	PM	AM	PM
US 50	EB	Left													231	252
		Thru													5	5
		Right													131	258
US 50	WB	Left													20	20
		Thru												15	15	
		Right	N/A		N/A		N/A		N/A		N/A		N/A		10	10
Chaves Rd	NB	Left													284	263
		Thru												317	664	
		Right												20	20	
Bryce Rd	SB	Left													10	10
		Thru												352	327	
		Right												589	370	

Int 18B - US 50 EB Ramps & Bryce/Chaves

Street	App	Mvmt	2020 Existing		Background Growth		Approved Projects		2040 Total No-Action Alt		Alternative Concepts - 2040 Volumes					
			AM	PM	AM	PM	AM	PM	AM	PM	Arterial		Parkway		Controlled- Access	
			PK	PK	PK	PK	PK	PK	PK	PK	AM	PM	AM	PM	AM	PM
US 50	EB	Left													25	25
		Thru													15	15
		Right													10	10
US 50	WB	Left													172	229
		Thru												15	15	
		Right	N/A		N/A		N/A		N/A		N/A		N/A		283	628
Chaves Rd	NB	Left													10	10
		Thru												313	294	
		Right												133	143	
Bryce Rd	SB	Left													324	286
		Thru												154	269	
		Right												25	25	

Appendix 3

2040 Traffic Forecasting and Assumptions

US 50 Corridor Study Pine Cone Road to Neigh Road

Summary of Traffic Forecasting Assumptions and Potential Developments along US 50 Corridor

This report documents the traffic forecasting assumptions and review of potential future developments along the US 50, including:

- A. Proposed Growth Rate
- B. 2040 Forecast Traffic
- C. Minimum Forecast Year 2040 Turning Movement Volumes
- D. Speed Limits
- E. Truck Percentages
- F. Approved/Proposed Projects

A. Proposed Growth Rate: Ten-year count data was reviewed at three count stations in the study area from 2009 to 2018. This data revealed the following growth rates for 5-year 2018-2013, and 10-year 2018-2009:

- a. Five-year Growth Rate 2018-2013: Yearly growth rates of 4.65% (S/O Pinecone Rd), 4.86% (W/O Cardelli Rd), and 7.14% (E/O Bryce Rd). Average: 5.55%, weighted average 5.13%
- b. Ten-year Growth Rate 2018-2009: Yearly growth rates of 1.4% (S/O Pinecone Rd), 2.43% (W/O Cardelli Rd), and 2.04% (E/O Bryce Rd). Average: 1.96%, weighted average 1.86%

Recommendation: Use a linear growth rate of **2 percent per year** for 20 years, representing a 40 percent increase in traffic from 2020 to 2040. This growth rate would be applied to the existing traffic at each intersection.

B. The 2040 forecast traffic will be the sum of:

- a. 2020 Existing Traffic
- b. Growth of Existing Traffic using the recommended growth rate
- c. Traffic generated by Approved/Proposed Projects

C. Minimum Forecast Year 2020 Turning Movement Volumes: Some of the existing intersections had zero or minimal turning traffic. Applying a growth rate to these specific low volumes turning movements will result in a 2040 forecast of zero or minimal traffic. The following volumes are recommended to be used for minimum 2040 forecast volumes at the study area intersections for the AM and PM peak hours:

- a. 10 vph for right and left turns from a side street onto US 50
- b. 10 vph for right and left turns from US 50 onto a side street
- c. 5 vph for side street thru traffic across US 50

D. Speed Limits: The existing speed limit on US 50 is 45 mph from Pinecone Rd to Fortune Dr, east of Fortune Dr the speed limit increases to 60 mph. Existing speed limits on US 50 and side streets

will be used for the analysis of 2020 existing and 2040 traffic conditions with the following exceptions:

- a. Due to future development and new site access points along US 50, the speed limit on US 50 from Fortune Dr to Neigh Rd will be assumed to 45 mph for the 2040 analysis.

E. Truck Percentages: CA Group reviewed the Department's 2018 Vehicle Classification Distribution Report by Route and determined that in 2017 a count of 318 trucks travelled on US 50 from Dayton Valley Road to US 95 Alt, this segment of US 50 includes the study area. This truck volume was divided by the 2017 AADT to determine the truck percentage on US 50. These truck percentages will be used for the analysis of 2020 existing and 2040 forecast traffic volumes.

- a. US 50, Pinecone Rd to 6-Mile Canyon Road, 2017 = 16,00 vpd, 1.99% Trucks. Use 2.0%
- b. US 50, 6-Mile Canyon Road to Neigh Rd, 2017 ADT = 7,700 vpd, 4.13% Trucks. Use 4.1%

F. Approved/Proposed Projects

A number of developments are proposed along the US 50 corridor within the limits of the project study area. NDOT provided background information on these proposed developments, CA Group conducted a review of this information to determine the impact these developments may have on the corridor, specifically on the potential traffic these developments may add to the corridor and the design year traffic forecasts. The developments are grouped based on the year the development was submitted for review.

The traffic studies for the Approved Projects generally show the traffic at one or two intersections on US 50. The site traffic generated by the Approved Projects needs to be added to the adjacent intersections in one of two methods:

- a. Add the traffic as EB and WB thru traffic to the adjacent study area intersections, continuing the thru traffic to the study area east and west boundaries.
- b. Add the traffic as EB and WB thru traffic to the adjacent intersections, but diminish the volume the further away from the Approved Project by decreasing the thru EB and WB thru volumes and adding turning traffic to the side street, based on the existing turn percentages at each intersection.

Recommendation: Option b, to diminish the site traffic generated by the Approved Projects as the distance from the Approved Project increases by assigning the traffic to right and left turn movements at the study intersections based on the existing percentage of traffic turning at each intersection.

The developments reviewed based on data provided by NDOT and Lyon County are:

2020 Developments

1. Sage Vista Master Plan (PLZ-19-0081)
 - Development: 894 single-family DUs, 600 multi-family DUs
 - US 50 Access: Chaves Rd/Bryce St
 - Trip Generation: 20,110 ADT, 1,469 AM, 1,747 PM
 - Traffic Study: Provided
 - **Recommendation:** Add site traffic as shown in figure 3B of the traffic study

2. Gold Country Estates, Phase 1 (APN 016-405-20)
 - Development: 33 single-family DUs
 - US 50 Access: Retail Rd, Pinecone Rd
 - Trip Generation: 316 ADT, 25 AM, 33 PM
 - Traffic Study: Provided
 - **Recommendation:** Add site traffic as shown in figure 4 of the traffic study

3. NNIC, Northern Nevada Industrial Center PUD Update (PLZ-19-0079, PLZ-19-0075(PUD)), also called Tahoe Regional Industrial Center (TRIC)
 - Development: 12,127 Ac in Lyon County, plus 8,123 Ac in City of Fenerly Planning Area. 23.5M square feet of industrial in Lyon County.
 - US 50 Access: USA Parkway (Primary), 12 miles east of Neigh Rd
 - Trip Generation: 32,106 ADT, 3,296 AM, 3,296 PM (Not including portion in Fenerly PA)
 - Traffic Study: Provided
 - 20-30 year build-out
 - **Recommendation:** Use site traffic as shown in figure 5 of the traffic study. This project at buildout will add 7,527 vpd, AM volume of 773 vph (528 EB, 245 WB) and PM volume of 773 vph (216 EB, 557 WB) to US 50 west of USA Parkway, which is 12 miles east of Neigh Rd. It is expected that not all of this project traffic will reach the study area, the project may not develop to the intensity analyzed in the NNIC traffic study or reach buildout by 2040. Based on the potential for future development on US 50 between USA Parkway and Neigh Rd, it will be assumed that only **50 percent** of the NNIC site traffic will reach the study area. This equates to an impact of 3,760 vpd, AM volume of 380 vph (260 EB, 120 WB) and PM volume of 390 vph (110 EB, 280 WB) reaching the study area.

2019 Developments

4. Best Properties US 50 Fortune Dr (APN 16-403-40)
 - Development: hospital, medical office, commercial
 - US 50 Access: Fortune Dr
 - Trip Generation: 5,239 ADT, 243 AM, 202 PM
 - Traffic Study: Provided
 - The site is under construction and partially open
 - **Recommendation:** Add site traffic per figure 3 of the traffic study. The site was approximately 10 percent complete when the traffic counts were conducted, site traffic will be reduced by **10 percent**.

5. Dayton Pioneer MPA (PLZ-19-0005, PLZ-19-0006)
 - Development: 104 single-family DUs
 - US 50 Access: Pinecone Rd
 - Trip Generation: 692 ADT, no peak hour estimate provided
 - Traffic Study: Not Provided
 - **Recommendation:** Traffic study not provided. Traffic generated by this project will be considered as part of the background traffic growth resulting from a growth factor applied to existing traffic volumes.

6. Desert Wells (PLZ-18-0020-MPA, PLZ-18-0021 SPEC PLAN)
 - Development: 989 single-family DUs, 200 apartments, 300 condos, 60,000 sq ft office, 140,000 sq ft commercial
 - US 50 Access: Caroline Way, 1.3 miles east of Neigh Rd
 - Trip Generation: 25,959 ADT, 1,766 AM, 2,138 PM
 - Traffic Study: Provided
 - **Recommendation:** Add site traffic per figure 3 of the traffic study
7. Gold Country Estates Unit 3 (APN 16-403-15)
 - Development: 192 DUs, various types
 - US 50 Access: Retail Rd, Fortune Rd
 - Trip Generation: 1,400 ADT, 94 AM, 119 PM
 - Traffic Study: Provided
 - **Recommendation:** Add site traffic as shown in figure 5 of the traffic study

2018 Developments

8. Heritage Ranch (PLZ-18-0056)
 - Development: Change in project phasing, SEE 2017 Project #10
 - US 50 Access: Dayton Valley Pkwy, Fortune Dr, Retail Rd
 - Trip Generation: Not updated from 2017
 - Traffic Study: Not updated from 2017
 - **Recommendation:** Add site traffic as shown in figure 3 of 2017 traffic study
9. Traditions Village 1 (Phase 1) (No PLZ or APN provided)
 - Development: 312 single-family DUs, 348 multi-family DUs
 - US 50 Access: Pinecone Rd, Retail Rd, Fortune Dr, Seagle Rd (Primary)
 - Trip Generation: 5,284 ADT, 411 AM, 528 PM
 - Traffic Study: Provided
 - **Recommendation:** Add site traffic as shown in figure 3 of the traffic study

2017 Developments

10. Heritage Ranch (PLZ-17-0017)
 - Development: 287 single-family DUs
 - US 50 Access: Fortune Dr, New DWY
 - Trip Generation: 2,32 ADT, 215 AM, 287 PM
 - Traffic Study: Provided
 - **Recommendation:** Add site traffic as shown in figure 3 of the traffic study
11. Copper Canyon Estates (PLZ-17-0029)
 - Development: 687 single-family DUs (102 constructed, 585 approved but not previously constructed)
 - US 50 Access: Chaves Rd, Pinenut Dr, Rainbow Ave
 - Trip Generation (Not Built): 5,569 ADT, 439 AM, 585 PM
 - Traffic Study: Provided
 - **Recommendation:** Add site traffic as shown in Figure 3 of the traffic study

12. Q&D Construction, Chase Property Group (PLZ-17-0001)
 - Development: Request to re-establish sand and gravel operation.
 - US 50 Access: Site DWY MP 10.2
 - Trip Generation: Not provided
 - Traffic Study: Not provided
 - **Recommendation:** Need to obtain traffic study. Need to verify if the sand and gravel operation was operating when the traffic counts were conducted.
13. Northern Nevada Industrial Center (PLZ-17-0055)
 - Updated in 2020, SEE 2020 Project #3
14. Woodbridge (PLZ-16-0038)
 - Development: 216 single-family DUs, 45,000 square feet shopping center, 197 multi-family DUs
 - US 50 Access: Lafond Ave, Mark Twain Ave, Rainbow Dr, Pinenut Dr
 - Trip Generation: 5,857 ADT, 348 AM, 556 PM
 - Traffic Study: provided
 - **Recommendation:** Add site traffic as shown in Figure 5 in the traffic study

2016 Developments

15. Traditions Phase 1 (PLZ-15-0049)
 - Updated in 2020, SEE 2020 Project #9
16. Blackstone (PLZ-15-0048, PLZ-15-0049)
 - Development: Application expired, part of Traditions development plan, SEE Project #9
 - US 50 Access: Traditions Pkwy, Nevada Station Pkwy, Prairie Gate Rd
 - Trip Generation: Not included
 - Traffic Study: Not included
 - **Recommendation:** No further action
17. Riverpark Dunes (PLZ-16-0027)
 - Development: 58 single-family DUs
 - US 50 Access: Fort Churchill Rd
 - Trip Generation: Not provided
 - Traffic Study: Not provided
 - **Recommendation:** This project is under construction. Traffic generated by this project will be considered as part of the background traffic growth resulting from a growth factor applied to existing traffic volumes.
18. Canyon Estates (PLZ-16-0029)
 - Development: 402 Single-Family DUs
 - US 50 Access: River Boat Rd/Cardelli Rd, Ft Churchill Rd/Six Mile Canyon Rd, LaFond Ave
 - Trip Generation: 6,224 ADT, 507 AM, 626 PM
 - Traffic Study: Provided
 - **Recommendation:** Add site traffic per figure 3 in the traffic study

19. Copper Canyon Estates (PLZ-16-0031)
- Updated in 2017, SEE 2017 Project #11

2015 Developments

20. Traditions Phase 1 (APN 16-401-06)
- Updated in 2020, SEE 2020 Project #9

Appendix 4

2020 Existing Conditions Synchro Output

HCM 6th TWSC
 1: US 50 & Pine Cone Rd

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	47	392	1279	20	10	74
Future Vol, veh/h	47	392	1279	20	10	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	200	-	-	375	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	426	1390	22	11	80

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1390	0	-	0	1705 695
Stage 1	-	-	-	-	1390 -
Stage 2	-	-	-	-	315 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	488	-	-	-	82 385
Stage 1	-	-	-	-	196 -
Stage 2	-	-	-	-	713 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	488	-	-	-	73 385
Mov Cap-2 Maneuver	-	-	-	-	73 -
Stage 1	-	-	-	-	175 -
Stage 2	-	-	-	-	713 -

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	26.8
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	488	-	-	-	255
HCM Lane V/C Ratio	0.105	-	-	-	0.358
HCM Control Delay (s)	13.2	-	-	-	26.8
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q(veh)	0.3	-	-	-	1.6

HCM 6th TWSC
2: River Rd & US 50

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗		↑↑	↗				↗		↗
Traffic Vol, veh/h	2	346	2	0	1308	32	0	0	4	63	0	25
Future Vol, veh/h	2	346	2	0	1308	32	0	0	4	63	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	300	-	400	-	-	300	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	376	2	0	1422	35	0	0	4	68	0	27

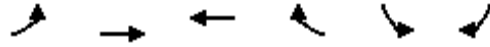
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1457	0	0	-	-	0	-	-	188	1614	-	711
Stage 1	-	-	-	-	-	-	-	-	-	1422	-	-
Stage 2	-	-	-	-	-	-	-	-	-	192	-	-
Critical Hdwy	4.14	-	-	-	-	-	-	-	6.94	7.54	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.54	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.54	-	-
Follow-up Hdwy	2.22	-	-	-	-	-	-	-	3.32	3.52	-	3.32
Pot Cap-1 Maneuver	460	-	-	0	-	-	0	0	822	69	0	375
Stage 1	-	-	-	0	-	-	0	0	-	143	0	-
Stage 2	-	-	-	0	-	-	0	0	-	791	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	460	-	-	-	-	-	-	-	822	~ 68	-	375
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	~ 68	-	-
Stage 1	-	-	-	-	-	-	-	-	-	142	-	-
Stage 2	-	-	-	-	-	-	-	-	-	783	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	9.4	15.3
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	822	460	-	-	-	-	375
HCM Lane V/C Ratio	0.005	0.005	-	-	-	-	0.072
HCM Control Delay (s)	9.4	12.9	-	-	-	-	15.3
HCM Lane LOS	A	B	-	-	-	-	C
HCM 95th %tile Q(veh)	0	0	-	-	-	-	0.2

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary 3: US 50 & Fortune Dr



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	84	0	1028	49	34	311
Future Volume (veh/h)	84	0	1028	49	34	311
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	91	0	1117	53	37	338
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	120	0	1563	1071	421	481
Arrive On Green	0.07	0.00	0.44	0.44	0.24	0.24
Sat Flow, veh/h	1781	91	3647	1585	1781	1585
Grp Volume(v), veh/h	91	36.0	1117	53	37	338
Grp Sat Flow(s),veh/h/ln	1781	D	1777	1585	1781	1585
Q Serve(g_s), s	2.9		15.0	0.7	0.9	11.0
Cycle Q Clear(g_c), s	2.9		15.0	0.7	0.9	11.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	120		1563	1071	421	481
V/C Ratio(X)	0.76		0.71	0.05	0.09	0.70
Avail Cap(c_a), veh/h	762		2735	1594	609	649
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.8		13.4	3.2	17.4	18.0
Incr Delay (d2), s/veh	9.3		0.6	0.0	0.1	2.2
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4		4.6	0.1	0.4	3.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.0		14.0	3.2	17.5	20.2
LnGrp LOS	D		B	A	B	C
Approach Vol, veh/h			1170		375	
Approach Delay, s/veh			13.5		19.9	
Approach LOS			B		B	
Timer - Assigned Phs			3	4		6
Phs Duration (G+Y+Rc), s			8.9	30.7		18.8
Change Period (Y+Rc), s			5.0	5.0		5.0
Max Green Setting (Gmax), s			25.0	45.0		20.0
Max Q Clear Time (g_c+I1), s			4.9	17.0		13.0
Green Ext Time (p_c), s			0.2	8.7		0.8
Intersection Summary						
HCM 6th Ctrl Delay			16.2			
HCM 6th LOS			B			

HCM 6th TWSC
4: US 50 & Enterprise Way

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	328	1059	6	4	2
Future Vol, veh/h	11	328	1059	6	4	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	700	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	357	1151	7	4	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1158	0	0	1358	579
Stage 1	-	-	-	1155	-
Stage 2	-	-	-	203	-
Critical Hdwy	4.14	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	3.52	3.32
Pot Cap-1 Maneuver	599	-	-	140	458
Stage 1	-	-	-	262	-
Stage 2	-	-	-	811	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	599	-	-	137	458
Mov Cap-2 Maneuver	-	-	-	137	-
Stage 1	-	-	-	257	-
Stage 2	-	-	-	811	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	25.9
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	599	-	-	-	179
HCM Lane V/C Ratio	0.02	-	-	-	0.036
HCM Control Delay (s)	11.1	-	-	-	25.9
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

HCM 6th TWSC
5: US 50 & Occidental Dr West

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	304	903	2	1	86
Future Vol, veh/h	13	304	903	2	1	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	575	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	330	982	2	1	93

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	984	0	-	0	1176 492
Stage 1	-	-	-	-	983 -
Stage 2	-	-	-	-	193 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	698	-	-	-	184 522
Stage 1	-	-	-	-	323 -
Stage 2	-	-	-	-	821 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	698	-	-	-	180 522
Mov Cap-2 Maneuver	-	-	-	-	180 -
Stage 1	-	-	-	-	317 -
Stage 2	-	-	-	-	821 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	698	-	-	-	511
HCM Lane V/C Ratio	0.02	-	-	-	0.185
HCM Control Delay (s)	10.3	-	-	-	13.6
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

HCM 6th TWSC
6: Cardelli Rd/Riverboat Rd & US 50

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	253	3	0	716	51	5	3	7	41	2	175
Future Vol, veh/h	54	253	3	0	716	51	5	3	7	41	2	175
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	400	-	-	550	-	350	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	275	3	0	778	55	5	3	8	45	2	190

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	833	0	0	278	0	0	785	1228	139	1035	1174	389
Stage 1	-	-	-	-	-	-	395	395	-	778	778	-
Stage 2	-	-	-	-	-	-	390	833	-	257	396	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	796	-	-	1282	-	-	283	177	884	186	190	610
Stage 1	-	-	-	-	-	-	602	603	-	355	405	-
Stage 2	-	-	-	-	-	-	606	382	-	725	602	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	796	-	-	1282	-	-	182	164	884	171	176	610
Mov Cap-2 Maneuver	-	-	-	-	-	-	182	164	-	171	176	-
Stage 1	-	-	-	-	-	-	557	558	-	329	405	-
Stage 2	-	-	-	-	-	-	415	382	-	662	557	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.7			0			18.7			25.7		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	279	796	-	-	1282	-	-	405
HCM Lane V/C Ratio	0.058	0.074	-	-	-	-	-	0.585
HCM Control Delay (s)	18.7	9.9	-	-	0	-	-	25.7
HCM Lane LOS		C	A	-	-	A	-	D
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	3.6

HCM 6th TWSC
7: Occidental Dr East & US 50

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕↔		↔	↕↔			↕	↕		↕↔	
Traffic Vol, veh/h	21	247	25	3	579	9	146	5	11	7	3	29
Future Vol, veh/h	21	247	25	3	579	9	146	5	11	7	3	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	550	-	-	450	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	268	27	3	629	10	159	5	12	8	3	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	639	0	0	295	0	0	650	973	148	823	981	320
Stage 1	-	-	-	-	-	-	328	328	-	640	640	-
Stage 2	-	-	-	-	-	-	322	645	-	183	341	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	941	-	-	1263	-	-	354	251	872	266	248	676
Stage 1	-	-	-	-	-	-	659	646	-	430	468	-
Stage 2	-	-	-	-	-	-	664	466	-	801	637	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	941	-	-	1263	-	-	327	244	872	253	242	676
Mov Cap-2 Maneuver	-	-	-	-	-	-	327	244	-	253	242	-
Stage 1	-	-	-	-	-	-	643	630	-	420	467	-
Stage 2	-	-	-	-	-	-	627	465	-	764	622	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0			25.9			13.4		
HCM LOS							D			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	323	872	941	-	-	1263	-	-	470
HCM Lane V/C Ratio	0.508	0.014	0.024	-	-	0.003	-	-	0.09
HCM Control Delay (s)	27.1	9.2	8.9	-	-	7.9	-	-	13.4
HCM Lane LOS	D	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	2.7	0	0.1	-	-	0	-	-	0.3

HCM 6th TWSC
 8: Fort Churchill Rd/Six Mile Canyon Rd & US 50

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↖	↗	↖	↖	↗	↖	↖	↗	↖
Traffic Vol, veh/h	17	199	47	7	432	14	86	4	13	19	10	66
Future Vol, veh/h	17	199	47	7	432	14	86	4	13	19	10	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Yield	-	-	Yield
Storage Length	1000	-	550	1000	-	700	350	-	0	350	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	4	4	2	2	2	2	2	2
Mvmt Flow	18	216	51	8	470	15	93	4	14	21	11	72

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	470	0	-	216	0	0	509	738	108	632	738	235
Stage 1	-	-	-	-	-	-	252	252	-	486	486	-
Stage 2	-	-	-	-	-	-	257	486	-	146	252	-
Critical Hdwy	4.14	-	-	4.18	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.24	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1088	-	0	1337	-	0	447	344	925	365	344	767
Stage 1	-	-	0	-	-	0	730	697	-	531	549	-
Stage 2	-	-	0	-	-	0	725	549	-	842	697	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1088	-	-	1337	-	-	388	336	925	350	336	767
Mov Cap-2 Maneuver	-	-	-	-	-	-	388	336	-	350	336	-
Stage 1	-	-	-	-	-	-	718	685	-	522	546	-
Stage 2	-	-	-	-	-	-	640	546	-	810	685	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.1			16.1			12		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	WBL	WBT	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	388	336	925	1088	-	1337	-	350	336	767
HCM Lane V/C Ratio	0.241	0.013	0.015	0.017	-	0.006	-	0.059	0.032	0.094
HCM Control Delay (s)	17.2	15.9	9	8.4	-	7.7	-	15.9	16.1	10.2
HCM Lane LOS	C	C	A	A	-	A	-	C	C	B
HCM 95th %tile Q(veh)	0.9	0	0	0.1	-	0	-	0.2	0.1	0.3

HCM 6th TWSC
9: US 50 & Lafond Ave

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	221	404	7	6	46
Future Vol, veh/h	9	221	404	7	6	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	750	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	10	240	439	8	7	50

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	447	0	-	0	583 224
Stage 1	-	-	-	-	443 -
Stage 2	-	-	-	-	140 -
Critical Hdwy	4.18	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.24	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	1096	-	-	-	443 779
Stage 1	-	-	-	-	614 -
Stage 2	-	-	-	-	872 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1096	-	-	-	439 779
Mov Cap-2 Maneuver	-	-	-	-	439 -
Stage 1	-	-	-	-	608 -
Stage 2	-	-	-	-	872 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1096	-	-	-	715
HCM Lane V/C Ratio	0.009	-	-	-	0.079
HCM Control Delay (s)	8.3	-	-	-	10.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

HCM 6th TWSC
 10: US 50 & Mark Twain Rd

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	4	224	411	1	2	3
Future Vol, veh/h	4	224	411	1	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	650	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	4	243	447	1	2	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	448	0	-	0	578 224
Stage 1	-	-	-	-	448 -
Stage 2	-	-	-	-	130 -
Critical Hdwy	4.18	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.24	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	1095	-	-	-	446 779
Stage 1	-	-	-	-	611 -
Stage 2	-	-	-	-	882 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1095	-	-	-	444 779
Mov Cap-2 Maneuver	-	-	-	-	444 -
Stage 1	-	-	-	-	609 -
Stage 2	-	-	-	-	882 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1095	-	-	-	598
HCM Lane V/C Ratio	0.004	-	-	-	0.009
HCM Control Delay (s)	8.3	-	-	-	11.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th TWSC
11: Rainbow Dr & US 50

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗			↕			↕	
Traffic Vol, veh/h	4	224	1	0	402	1	6	0	0	4	0	7
Future Vol, veh/h	4	224	1	0	402	1	6	0	0	4	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	700	-	-	600	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	4	243	1	0	437	1	7	0	0	4	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	438	0	0	244	0	0	471	690	122	568	690	219
Stage 1	-	-	-	-	-	-	252	252	-	438	438	-
Stage 2	-	-	-	-	-	-	219	438	-	130	252	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1104	-	-	1305	-	-	476	367	906	406	367	785
Stage 1	-	-	-	-	-	-	730	697	-	567	577	-
Stage 2	-	-	-	-	-	-	763	577	-	860	697	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1104	-	-	1305	-	-	470	366	906	405	366	785
Mov Cap-2 Maneuver	-	-	-	-	-	-	470	366	-	405	366	-
Stage 1	-	-	-	-	-	-	727	694	-	565	577	-
Stage 2	-	-	-	-	-	-	756	577	-	857	694	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			12.8			11.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	470	1104	-	-	1305	-	-	585
HCM Lane V/C Ratio	0.014	0.004	-	-	-	-	-	0.02
HCM Control Delay (s)	12.8	8.3	-	-	0	-	-	11.3
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

HCM 6th TWSC
12: Pinenut Dr & US 50

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕↗		↵	↕↗			↕↗			↕↗	
Traffic Vol, veh/h	2	223	3	0	391	0	6	0	1	0	0	7
Future Vol, veh/h	2	223	3	0	391	0	6	0	1	0	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	550	-	-	650	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	2	242	3	0	425	0	7	0	1	0	0	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	425	0	0	245	0	0	461	673	123	550	674	213
Stage 1	-	-	-	-	-	-	248	248	-	425	425	-
Stage 2	-	-	-	-	-	-	213	425	-	125	249	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1117	-	-	1304	-	-	484	375	905	418	375	792
Stage 1	-	-	-	-	-	-	734	700	-	578	585	-
Stage 2	-	-	-	-	-	-	769	585	-	866	699	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1117	-	-	1304	-	-	479	374	905	417	374	792
Mov Cap-2 Maneuver	-	-	-	-	-	-	479	374	-	417	374	-
Stage 1	-	-	-	-	-	-	733	699	-	577	585	-
Stage 2	-	-	-	-	-	-	762	585	-	863	698	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			12.1			9.6		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	514	1117	-	-	1304	-	-	792				
HCM Lane V/C Ratio	0.015	0.002	-	-	-	-	-	0.01				
HCM Control Delay (s)	12.1	8.2	-	-	0	-	-	9.6				
HCM Lane LOS	B	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

HCM 6th TWSC
 13: Rainbow Dr East & US 50

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕↗		↵	↕↗			↕↗			↕↗	
Traffic Vol, veh/h	0	223	0	0	401	0	3	0	1	1	1	4
Future Vol, veh/h	0	223	0	0	401	0	3	0	1	1	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	650	-	-	600	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	242	0	0	436	0	3	0	1	1	1	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	436	0	0	242	0	0	461	678	121	557	678	218
Stage 1	-	-	-	-	-	-	242	242	-	436	436	-
Stage 2	-	-	-	-	-	-	219	436	-	121	242	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1106	-	-	1307	-	-	484	373	908	413	373	786
Stage 1	-	-	-	-	-	-	740	704	-	569	578	-
Stage 2	-	-	-	-	-	-	763	578	-	870	704	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1106	-	-	1307	-	-	480	373	908	413	373	786
Mov Cap-2 Maneuver	-	-	-	-	-	-	480	373	-	413	373	-
Stage 1	-	-	-	-	-	-	740	704	-	569	578	-
Stage 2	-	-	-	-	-	-	757	578	-	869	704	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			11.7			11.2		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	544	1106	-	-	1307	-	-	589
HCM Lane V/C Ratio	0.008	-	-	-	-	-	-	0.011
HCM Control Delay (s)	11.7	0	-	-	0	-	-	11.2
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

HCM 6th TWSC
 14: Chaves Rd/Bryce St & US 50

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕	↖		↕		↖	↕	↖
Traffic Vol, veh/h	20	205	0	0	382	0	0	0	0	2	0	20
Future Vol, veh/h	20	205	0	0	382	0	0	0	0	2	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	None
Storage Length	850	-	-	400	-	400	-	-	-	300	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	22	223	0	0	415	0	0	0	0	2	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	415	0	0	223	0	0	475	682	112	571	682	208
Stage 1	-	-	-	-	-	-	267	267	-	415	415	-
Stage 2	-	-	-	-	-	-	208	415	-	156	267	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1126	-	-	1329	-	0	473	371	920	404	371	798
Stage 1	-	-	-	-	-	0	715	687	-	585	591	-
Stage 2	-	-	-	-	-	0	775	591	-	831	687	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1126	-	-	1329	-	-	453	364	920	398	364	798
Mov Cap-2 Maneuver	-	-	-	-	-	-	453	364	-	398	364	-
Stage 1	-	-	-	-	-	-	701	673	-	573	591	-
Stage 2	-	-	-	-	-	-	754	591	-	815	673	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0	0	10
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	-	1126	-	-	1329	-	398	-	798
HCM Lane V/C Ratio	-	0.019	-	-	-	-	0.005	-	0.027
HCM Control Delay (s)	0	8.3	-	-	0	-	14.1	0	9.6
HCM Lane LOS	A	A	-	-	A	-	B	A	A
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	0	-	0.1

HCM 6th TWSC
1: US 50 & Pine Cone Rd

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	96	1286	612	21	21	78
Future Vol, veh/h	96	1286	612	21	21	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	200	-	-	375	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	104	1398	665	23	23	85

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	665	0	-	0	1572 333
Stage 1	-	-	-	-	665 -
Stage 2	-	-	-	-	907 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	920	-	-	-	101 663
Stage 1	-	-	-	-	473 -
Stage 2	-	-	-	-	354 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	920	-	-	-	90 663
Mov Cap-2 Maneuver	-	-	-	-	90 -
Stage 1	-	-	-	-	420 -
Stage 2	-	-	-	-	354 -

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	25.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	920	-	-	-	282
HCM Lane V/C Ratio	0.113	-	-	-	0.382
HCM Control Delay (s)	9.4	-	-	-	25.4
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0.4	-	-	-	1.7

HCM 6th TWSC
2: River Rd & US 50

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗		↑↑	↗			↗			↗
Traffic Vol, veh/h	10	1117	12	0	615	46	0	0	1	260	0	24
Future Vol, veh/h	10	1117	12	0	615	46	0	0	1	260	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	300	-	400	-	-	300	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	1214	13	0	668	50	0	0	1	283	0	26

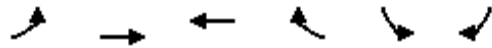
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	718	0	0	-	-	0	-	-	607	1297	-	334
Stage 1	-	-	-	-	-	-	-	-	-	668	-	-
Stage 2	-	-	-	-	-	-	-	-	-	629	-	-
Critical Hdwy	4.14	-	-	-	-	-	-	-	6.94	7.54	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.54	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.54	-	-
Follow-up Hdwy	2.22	-	-	-	-	-	-	-	3.32	3.52	-	3.32
Pot Cap-1 Maneuver	879	-	-	0	-	-	0	0	439	~ 119	0	662
Stage 1	-	-	-	0	-	-	0	0	-	414	0	-
Stage 2	-	-	-	0	-	-	0	0	-	437	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	879	-	-	-	-	-	-	-	439	~ 118	-	662
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	~ 118	-	-
Stage 1	-	-	-	-	-	-	-	-	-	409	-	-
Stage 2	-	-	-	-	-	-	-	-	-	430	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	13.2	10.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	439	879	-	-	-	-	662
HCM Lane V/C Ratio	0.002	0.012	-	-	-	-	0.039
HCM Control Delay (s)	13.2	9.1	-	-	-	-	10.7
HCM Lane LOS	B	A	-	-	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	-	-	0.1

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary 3: US 50 & Fortune Dr



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	292	0	493	45	52	129
Future Volume (veh/h)	292	0	493	45	52	129
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	317	0	536	49	57	140
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	409	0	964	628	223	562
Arrive On Green	0.23	0.00	0.27	0.27	0.12	0.12
Sat Flow, veh/h	1781	317	3647	1585	1781	1585
Grp Volume(v), veh/h	317	17.6	536	49	57	140
Grp Sat Flow(s),veh/h/ln	1781	B	1777	1585	1781	1585
Q Serve(g_s), s	6.7		5.2	0.8	1.2	2.5
Cycle Q Clear(g_c), s	6.7		5.2	0.8	1.2	2.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	409		964	628	223	562
V/C Ratio(X)	0.77		0.56	0.08	0.26	0.25
Avail Cap(c_a), veh/h	1110		3988	1977	888	1155
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.5		12.5	7.5	15.9	9.2
Incr Delay (d2), s/veh	3.2		0.5	0.1	0.6	0.2
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1		2.7	0.3	0.8	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.6		13.0	7.6	16.5	9.4
LnGrp LOS	B		B	A	B	A
Approach Vol, veh/h			585		197	
Approach Delay, s/veh			12.6		11.4	
Approach LOS			B		B	
Timer - Assigned Phs			3	4		6
Phs Duration (G+Y+Rc), s			14.2	15.9		10.0
Change Period (Y+Rc), s			5.0	5.0		5.0
Max Green Setting (Gmax), s			25.0	45.0		20.0
Max Q Clear Time (g_c+I1), s			8.7	7.2		4.5
Green Ext Time (p_c), s			0.8	3.7		0.5
Intersection Summary						
HCM 6th Ctrl Delay			13.8			
HCM 6th LOS			B			

HCM 6th TWSC
4: US 50 & Enterprise Way

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑↑	↑↑		↘	
Traffic Vol, veh/h	9	1099	550	4	9	16
Future Vol, veh/h	9	1099	550	4	9	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	700	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	1195	598	4	10	17

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	602	0	-	0	1218 301
Stage 1	-	-	-	-	600 -
Stage 2	-	-	-	-	618 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	971	-	-	-	173 695
Stage 1	-	-	-	-	511 -
Stage 2	-	-	-	-	500 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	971	-	-	-	171 695
Mov Cap-2 Maneuver	-	-	-	-	171 -
Stage 1	-	-	-	-	506 -
Stage 2	-	-	-	-	500 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	16.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	971	-	-	-	330
HCM Lane V/C Ratio	0.01	-	-	-	0.082
HCM Control Delay (s)	8.7	-	-	-	16.9
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

HCM 6th TWSC
5: US 50 & Occidental Dr West

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	97	993	483	5	2	37
Future Vol, veh/h	97	993	483	5	2	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	575	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	105	1079	525	5	2	40

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	530	0	-	0	1278 265
Stage 1	-	-	-	-	528 -
Stage 2	-	-	-	-	750 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	1033	-	-	-	158 733
Stage 1	-	-	-	-	556 -
Stage 2	-	-	-	-	427 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1033	-	-	-	142 733
Mov Cap-2 Maneuver	-	-	-	-	142 -
Stage 1	-	-	-	-	499 -
Stage 2	-	-	-	-	427 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1033	-	-	-	604
HCM Lane V/C Ratio	0.102	-	-	-	0.07
HCM Control Delay (s)	8.9	-	-	-	11.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.2

HCM 6th TWSC
 6: Cardelli Rd/Riverboat Rd & US 50

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕↗		↵	↕↗	↗		↕↗			↕↗	
Traffic Vol, veh/h	208	764	4	3	380	43	2	3	0	50	4	101
Future Vol, veh/h	208	764	4	3	380	43	2	3	0	50	4	101
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	400	-	-	550	-	350	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	226	830	4	3	413	47	2	3	0	54	4	110

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	460	0	0	834	0	0	1499	1750	417	1288	1705	207
Stage 1	-	-	-	-	-	-	1284	1284	-	419	419	-
Stage 2	-	-	-	-	-	-	215	466	-	869	1286	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1097	-	-	795	-	-	84	85	585	121	90	799
Stage 1	-	-	-	-	-	-	174	234	-	582	588	-
Stage 2	-	-	-	-	-	-	767	561	-	313	233	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1097	-	-	795	-	-	58	67	585	98	71	799
Mov Cap-2 Maneuver	-	-	-	-	-	-	58	67	-	98	71	-
Stage 1	-	-	-	-	-	-	138	186	-	462	586	-
Stage 2	-	-	-	-	-	-	654	559	-	244	185	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.9			0.1			67.5			57.8		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	63	1097	-	-	795	-	-	224
HCM Lane V/C Ratio	0.086	0.206	-	-	0.004	-	-	0.752
HCM Control Delay (s)	67.5	9.1	-	-	9.5	-	-	57.8
HCM Lane LOS	F	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.3	0.8	-	-	0	-	-	5.2

HCM 6th TWSC
7: Occidental Dr East & US 50

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕↔		↔	↕↔			↕	↔		↕↔	
Traffic Vol, veh/h	52	651	178	19	360	16	50	5	9	19	9	27
Future Vol, veh/h	52	651	178	19	360	16	50	5	9	19	9	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	550	-	-	450	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	57	708	193	21	391	17	54	5	10	21	10	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	408	0	0	901	0	0	1162	1369	451	913	1457	204
Stage 1	-	-	-	-	-	-	919	919	-	442	442	-
Stage 2	-	-	-	-	-	-	243	450	-	471	1015	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1147	-	-	750	-	-	150	145	556	228	129	803
Stage 1	-	-	-	-	-	-	292	348	-	564	575	-
Stage 2	-	-	-	-	-	-	739	570	-	542	314	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1147	-	-	750	-	-	128	134	556	205	119	803
Mov Cap-2 Maneuver	-	-	-	-	-	-	128	134	-	205	119	-
Stage 1	-	-	-	-	-	-	277	331	-	536	559	-
Stage 2	-	-	-	-	-	-	680	554	-	498	298	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.5			48.9			21.9		
HCM LOS							E			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	129	556	1147	-	-	750	-	-	272
HCM Lane V/C Ratio	0.463	0.018	0.049	-	-	0.028	-	-	0.22
HCM Control Delay (s)	55	11.6	8.3	-	-	9.9	-	-	21.9
HCM Lane LOS	F	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	2.1	0.1	0.2	-	-	0.1	-	-	0.8

HCM 6th TWSC
 8: Fort Churchill Rd/Six Mile Canyon Rd & US 50

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑	↗	↘	↑	↗
Traffic Vol, veh/h	49	541	84	13	307	26	56	18	17	25	16	37
Future Vol, veh/h	49	541	84	13	307	26	56	18	17	25	16	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Yield	-	-	Yield
Storage Length	1000	-	550	1000	-	700	350	-	0	350	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	4	4	2	2	2	2	2	2
Mvmt Flow	53	588	91	14	334	28	61	20	18	27	17	40
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	334	0	-	588	0	0	898	1056	294	772	1056	167
Stage 1	-	-	-	-	-	-	694	694	-	362	362	-
Stage 2	-	-	-	-	-	-	204	362	-	410	694	-
Critical Hdwy	4.14	-	-	4.18	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.24	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1222	-	0	970	-	0	234	224	702	289	224	848
Stage 1	-	-	0	-	-	0	399	442	-	629	624	-
Stage 2	-	-	0	-	-	0	779	624	-	589	442	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1222	-	-	970	-	-	200	211	702	250	211	848
Mov Cap-2 Maneuver	-	-	-	-	-	-	200	211	-	250	211	-
Stage 1	-	-	-	-	-	-	382	423	-	602	615	-
Stage 2	-	-	-	-	-	-	711	615	-	523	423	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.4			25.5			16.1		
HCM LOS	D			D			D			C		
Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	WBL	WBT	SBLn1	SBLn2	SBLn3		
Capacity (veh/h)	200	211	702	1222	-	970	-	250	211	848		
HCM Lane V/C Ratio	0.304	0.093	0.026	0.044	-	0.015	-	0.109	0.082	0.047		
HCM Control Delay (s)	30.7	23.8	10.3	8.1	-	8.8	-	21.1	23.6	9.5		
HCM Lane LOS	D	C	B	A	-	A	-	C	C	A		
HCM 95th %tile Q(veh)	1.2	0.3	0.1	0.1	-	0	-	0.4	0.3	0.1		

HCM 6th TWSC
9: US 50 & Lafond Ave

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	41	549	332	9	8	21
Future Vol, veh/h	41	549	332	9	8	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	750	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	45	597	361	10	9	23

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	371	0	0	755	186
Stage 1	-	-	-	366	-
Stage 2	-	-	-	389	-
Critical Hdwy	4.18	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	5.84	-
Follow-up Hdwy	2.24	-	-	3.52	3.32
Pot Cap-1 Maneuver	1170	-	-	345	824
Stage 1	-	-	-	672	-
Stage 2	-	-	-	654	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1170	-	-	332	824
Mov Cap-2 Maneuver	-	-	-	332	-
Stage 1	-	-	-	646	-
Stage 2	-	-	-	654	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1170	-	-	-	585
HCM Lane V/C Ratio	0.038	-	-	-	0.054
HCM Control Delay (s)	8.2	-	-	-	11.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

HCM 6th TWSC
 10: US 50 & Mark Twain Rd

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	17	539	330	4	1	10
Future Vol, veh/h	17	539	330	4	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	650	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	18	586	359	4	1	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	363	0	-	0	690 182
Stage 1	-	-	-	-	361 -
Stage 2	-	-	-	-	329 -
Critical Hdwy	4.18	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.24	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	1178	-	-	-	379 829
Stage 1	-	-	-	-	676 -
Stage 2	-	-	-	-	701 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1178	-	-	-	373 829
Mov Cap-2 Maneuver	-	-	-	-	373 -
Stage 1	-	-	-	-	666 -
Stage 2	-	-	-	-	701 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1178	-	-	-	746
HCM Lane V/C Ratio	0.016	-	-	-	0.016
HCM Control Delay (s)	8.1	-	-	-	9.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th TWSC
11: Rainbow Dr & US 50

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	11	509	9	2	320	10	10	2	2	5	0	9
Future Vol, veh/h	11	509	9	2	320	10	10	2	2	5	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	700	-	-	600	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	12	553	10	2	348	11	11	2	2	5	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	359	0	0	563	0	0	760	945	282	660	945	180
Stage 1	-	-	-	-	-	-	582	582	-	358	358	-
Stage 2	-	-	-	-	-	-	178	363	-	302	587	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1182	-	-	991	-	-	295	260	715	348	260	832
Stage 1	-	-	-	-	-	-	466	497	-	633	626	-
Stage 2	-	-	-	-	-	-	806	623	-	682	495	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1182	-	-	991	-	-	289	257	715	341	257	832
Mov Cap-2 Maneuver	-	-	-	-	-	-	289	257	-	341	257	-
Stage 1	-	-	-	-	-	-	461	492	-	627	625	-
Stage 2	-	-	-	-	-	-	795	622	-	670	490	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			17.2			11.7		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	310	1182	-	-	991	-	-	549
HCM Lane V/C Ratio	0.049	0.01	-	-	0.002	-	-	0.028
HCM Control Delay (s)	17.2	8.1	-	-	8.6	-	-	11.7
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

HCM 6th TWSC
12: Pinenut Dr & US 50

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	3	504	9	1	325	1	5	0	2	0	0	2
Future Vol, veh/h	3	504	9	1	325	1	5	0	2	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	550	-	-	650	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	3	548	10	1	353	1	5	0	2	0	0	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	354	0	0	558	0	0	738	915	279	636	920	177
Stage 1	-	-	-	-	-	-	559	559	-	356	356	-
Stage 2	-	-	-	-	-	-	179	356	-	280	564	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1187	-	-	995	-	-	306	271	718	363	269	835
Stage 1	-	-	-	-	-	-	481	509	-	634	628	-
Stage 2	-	-	-	-	-	-	805	628	-	703	507	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1187	-	-	995	-	-	304	270	718	361	268	835
Mov Cap-2 Maneuver	-	-	-	-	-	-	304	270	-	361	268	-
Stage 1	-	-	-	-	-	-	480	507	-	632	627	-
Stage 2	-	-	-	-	-	-	802	627	-	699	505	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			15.1			9.3		
HCM LOS							C			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	364	1187	-	-	995	-	-	835				
HCM Lane V/C Ratio	0.021	0.003	-	-	0.001	-	-	0.003				
HCM Control Delay (s)	15.1	8	-	-	8.6	-	-	9.3				
HCM Lane LOS	C	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0				

HCM 6th TWSC
 13: Rainbow Dr East & US 50

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕		↵	↕			↕			↕	
Traffic Vol, veh/h	2	509	6	2	305	0	1	0	4	0	2	0
Future Vol, veh/h	2	509	6	2	305	0	1	0	4	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	650	-	-	600	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	2	553	7	2	332	0	1	0	4	0	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	332	0	0	560	0	0	732	897	280	617	900	166
Stage 1	-	-	-	-	-	-	561	561	-	336	336	-
Stage 2	-	-	-	-	-	-	171	336	-	281	564	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1210	-	-	993	-	-	309	278	717	374	277	849
Stage 1	-	-	-	-	-	-	480	508	-	652	640	-
Stage 2	-	-	-	-	-	-	814	640	-	702	507	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1210	-	-	993	-	-	306	277	717	371	276	849
Mov Cap-2 Maneuver	-	-	-	-	-	-	306	277	-	371	276	-
Stage 1	-	-	-	-	-	-	479	507	-	651	639	-
Stage 2	-	-	-	-	-	-	810	639	-	697	506	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			11.4			18.1		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	565	1210	-	-	993	-	-	276
HCM Lane V/C Ratio	0.01	0.002	-	-	0.002	-	-	0.008
HCM Control Delay (s)	11.4	8	-	-	8.6	-	-	18.1
HCM Lane LOS		B	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

HCM 6th TWSC
 14: Chaves Rd/Bryce St & US 50

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↕		↙	↕	↙		↕		↙	↕	↙
Traffic Vol, veh/h	22	483	0	1	297	1	2	0	0	3	0	13
Future Vol, veh/h	22	483	0	1	297	1	2	0	0	3	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	None
Storage Length	850	-	-	400	-	400	-	-	-	300	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	24	525	0	1	323	1	2	0	0	3	0	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	323	0	0	525	0	0	737	898	263	636	898	162
Stage 1	-	-	-	-	-	-	573	573	-	325	325	-
Stage 2	-	-	-	-	-	-	164	325	-	311	573	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1219	-	-	1024	-	0	307	278	735	363	278	854
Stage 1	-	-	-	-	-	0	472	502	-	661	648	-
Stage 2	-	-	-	-	-	0	822	648	-	674	502	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1219	-	-	1024	-	-	297	272	735	357	272	854
Mov Cap-2 Maneuver	-	-	-	-	-	-	297	272	-	357	272	-
Stage 1	-	-	-	-	-	-	463	492	-	648	647	-
Stage 2	-	-	-	-	-	-	808	647	-	661	492	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	17.2	10.4
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	297	1219	-	-	1024	-	357	-	854
HCM Lane V/C Ratio	0.007	0.02	-	-	0.001	-	0.009	-	0.017
HCM Control Delay (s)	17.2	8	-	-	8.5	-	15.2	0	9.3
HCM Lane LOS		C	A	-	A	-	C	A	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	0	-	0.1