

# US 50 East Carson Complete Streets Study

2024



Prepared for  
Carson Area Metropolitan Planning Organization



Parametrix



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## 1. INTRODUCTION

### 1.1 Study Purpose and Background

The Carson Area Metropolitan Planning Organization (CAMPO) initiated the US 50 East Carson Complete Streets Study to identify, evaluate, and recommend potential safety and multimodal transportation improvements along US 50 in east Carson City between I-580 and Highlands Drive.

The results of this study will be used to help identify and inform the design and construction of future corridor projects intended to improve safety for all users, including motor vehicles, transit riders, pedestrians, and bicyclists. The study was also designed to help weigh the tradeoffs between travel, circulation, and access along the corridor, including the needs of those using the corridor for through travel and individuals accessing adjacent businesses and other properties.

This study was envisioned as a two-phase approach, with the first phase focusing primarily on safety and operations improvements. Phase 2 of the study, which is not the subject of this report, will expand upon multimodal components and include cultural, historic, landscape, aesthetic, freight, and environmental considerations.

### 1.2 Study Area

The project corridor for the US 50 East Carson Complete Streets Study extends from the junction of US 50 and I-580 in Carson City to the roadway's intersection with Highlands Drive in Mound House, as shown in Figure 1. Land uses within 1/4 mile of the corridor were considered in various analyses and stakeholder/business outreach, particularly on the western end of the corridor.

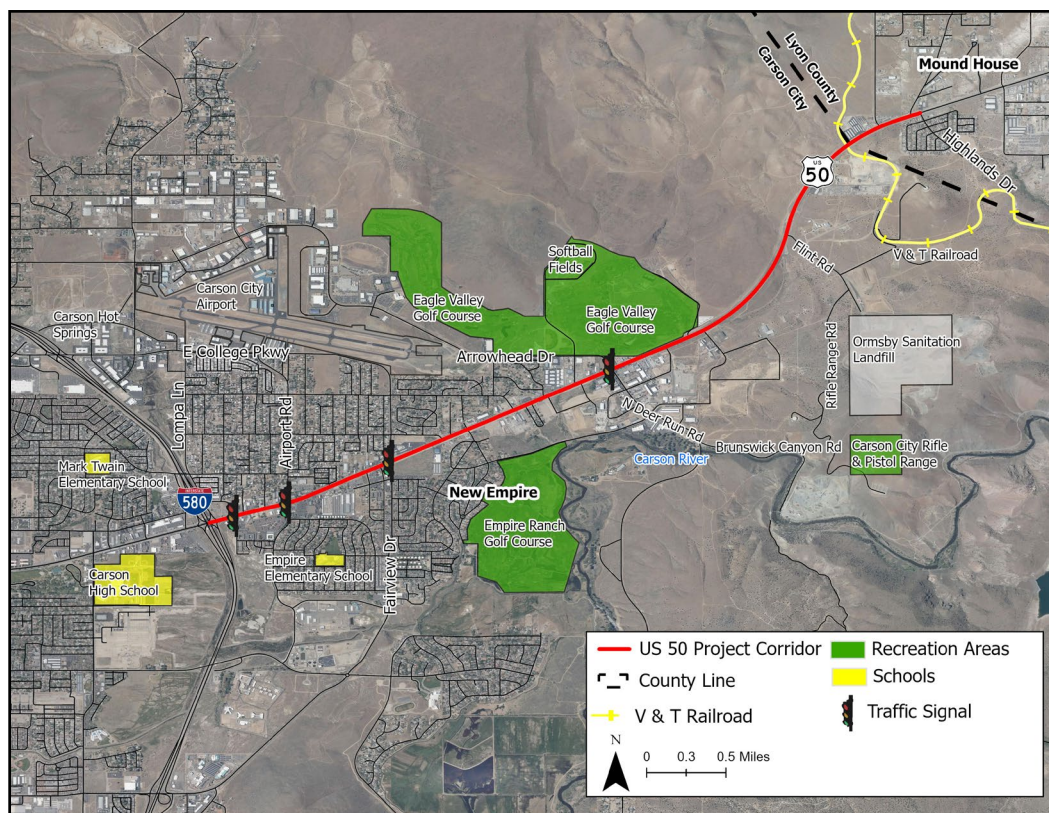


Figure 1: Study Area Map



## 2. EXISTING CONDITIONS

Existing conditions along the project corridor were reviewed, including safety, traffic/congestion, land use, and multimodal facilities, to gain a better understanding of the holistic context of the corridor. Many of these elements are interconnected, and issues affecting one primary aspect of the corridor often impact others.

### 2.1 Safety

A review of crashes that occurred on US Highway 50/East Carson Street within the project limits between April 2018 and September 2023 was conducted for this study. As shown in Figure 2, the crashes that occurred over the approximate 5-year time frame are somewhat evenly distributed throughout the corridor, with the exception of a notable concentration between the I-580 interchange and Airport Road (35% of all crashes) and a few localized clusters near the intersections with College Parkway/Fairview Drive, Arrowhead Drive/Deer Run Road, and Flint Drive. Alcohol use was a factor in 32 (6%) of overall crashes and drug use was a factor in fewer than 2% of crashes. It should be noted that portions of this corridor were evaluated in CAMPO's Local Road Safety Plan (LRSP), specifically, the intersections of US 50 and Airport Road and US 50 and Highlands Drive. The LRSP utilized data from a slightly different period (2018-2022) and did not evaluate the corridor within the project limits as a whole, therefore, the crash data was presented in a different manner and context.

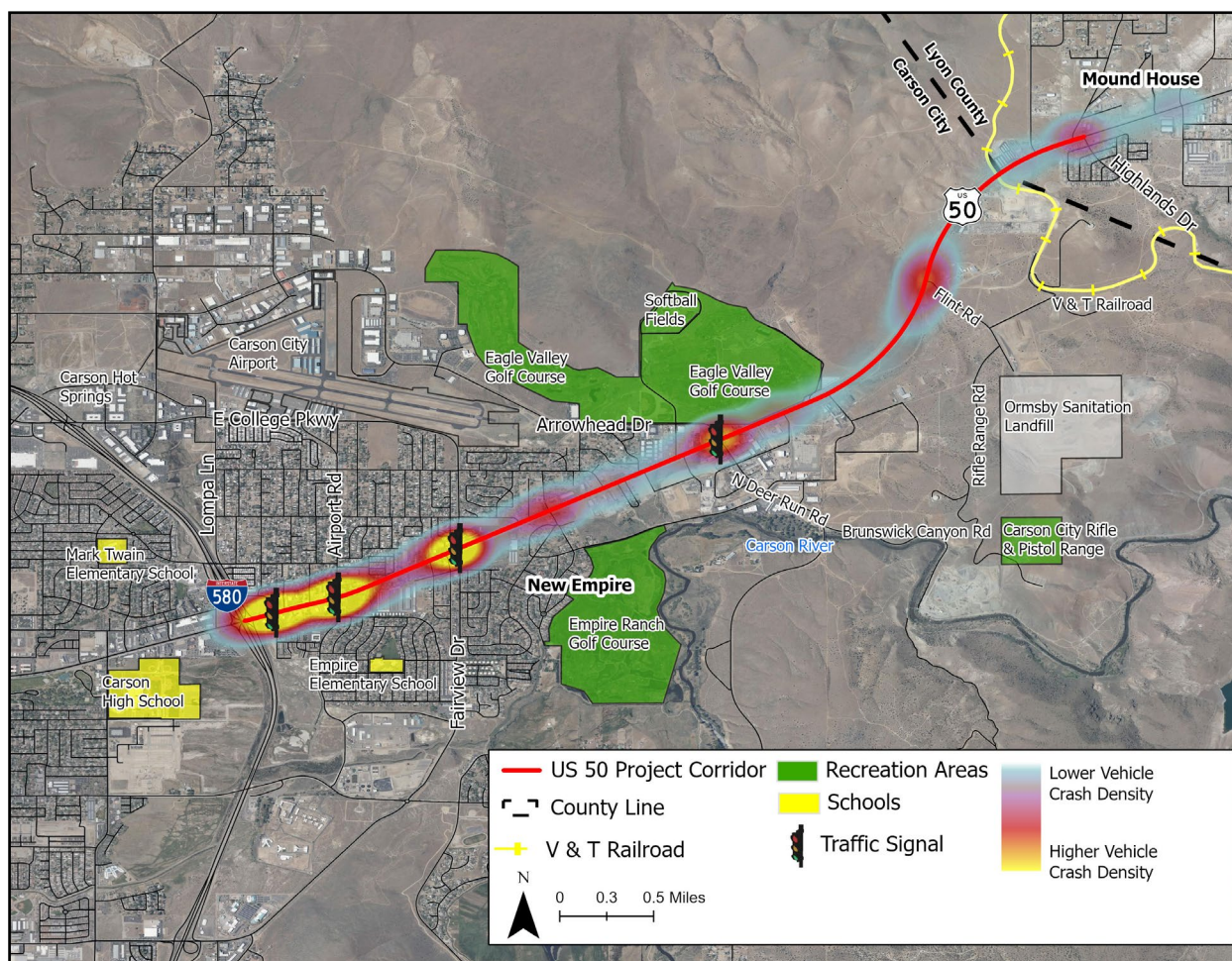


Figure 2: US 50 Crashes (April 2018 – September 2023)



Table 1 highlights trends and patterns related to transportation safety.

**Table 1: Selected Crash Data on US 50 (April 2018 – September 2023)**

| Number of Crashes by Severity           |                               |
|-----------------------------------------|-------------------------------|
| <b>Total Crashes (4/2018 – 9/2023)</b>  | <b>533</b>                    |
| Fatal Crashes                           | 6                             |
| Overall Fatalities                      | 6                             |
| Serious Injury Crashes (Incapacitating) | 9                             |
| Overall Serious Injuries                | 20                            |
| Injury Crashes (Non-Incapacitating)     | 175                           |
| Overall Injuries                        | 238                           |
| Pedestrian Crashes                      | 6 (resulting in 5 fatalities) |
| Bicycle Crashes                         | 3                             |
| Crash Type                              |                               |
| Rear End                                | 242                           |
| Angle                                   | 109                           |
| Non-Collision*                          | 96                            |
| Sideswipe                               | 70                            |
| Head On                                 | 7                             |
| Backing                                 | 4                             |
| Unknown                                 | 3                             |
| Rear-to-Rear                            | 2                             |
| Number of Crashes by Roadway Location   |                               |
| Travel Lane                             | 371                           |
| Intersection                            | 78                            |
| Turn Lane                               | 31                            |
| Outside Shoulder                        | 22                            |
| Other/Unknown                           | 31                            |

Source: Nevada Department of Transportation.

\*A non-collision crash is one that does not involve contact between units or a motor vehicle and a fixed object. Examples: lane departure, rollover, mechanical failure/fire, etc. All pedestrian crashes are defined as non-collision.

As noted in the table above, five of the six fatalities that occurred were pedestrians. All but one of the pedestrian fatalities occurred in the late evening or early morning hours when it was dark and where there was little to no roadway lighting. In addition, all but one of the crashes occurred in the travel lane with the exception of one occurring in a marked crosswalk at Airport Road. Drugs or alcohol were a factor in four of the pedestrian fatalities. One collision involved a motorist who was killed by an angle crash at the intersection of US 50 and Airport Road. A non-fatal pedestrian crash also occurred as part of the same incident at Airport Road and resulted in a non-incapacitating injury.



The serious injury crashes included a variety of crash types, with most occurring during the daytime hours. One of the bicycle crashes resulted in a serious injury at the intersection with Lompa Lane. Alcohol was not a factor in any of the serious injury crashes. It was reported for one of the crashes that vehicle backups due to traffic congestion was a factor. Information regarding vehicle speeds was not included with the crash data.

Regarding crash type, rear end crashes accounted for almost half of all crashes, and over 53% of total rear end crashes occurred between the hours of 2 p.m. and 6 p.m., when traffic volumes tend to be higher for US 50 as identified in the Carson Area Transportation System Management Plan (CATSMP). Angle crashes were the second most common crash type, followed closely by non-collision crashes. The majority of crashes occurred in the travel lane, which coincides with the high number of rear end collisions.

Table 2 shows the distribution of the age of the driver, when available. No notable age-related trends were identified.

**Table 2: Percentage of Crashes by Driver Age**

| Driver Age Group in Years | Percentage of Total Crashes |
|---------------------------|-----------------------------|
| Under 21                  | 9%                          |
| 21-29                     | 16%                         |
| 30-39                     | 20%                         |
| 40-49                     | 15%                         |
| 50-59                     | 15%                         |
| 60 and Over               | 25%                         |

Source: Nevada Department of Transportation.

The Nevada Department of Transportation (NDOT) provided crash data in addition to the information summarized above, specifically for the first mile of US 50 in Lyon County from the county line to just east of Newman Lane (milepost 0.00 to 1.00). While this segment extends a little beyond the project study limits, it highlights relevant information. This data included updated crash history through January 23, 2024, which included three additional fatalities: one near the intersection with Red Rock Road, and two others just to the east between Highlands Drive and Newman Lane. NDOT compared average crash data along this segment to the statewide average for like roadways (rural principal arterial) and found that crash rates are higher across all severity types (property damage only, injuries, and fatalities) by roughly 35%. For fatalities alone, the average crash rate is 117% higher than the statewide average.



**Intersection of US 50 and Highlands Drive.**



## 2.2 Traffic/Congestion

Annual average daily traffic (AADT) counts were obtained from NDOT's Traffic Records Information Access (TRINA) system. AADT counts from 2022 ranged from 22,200 to 31,500 vehicles within the study area. The AADT counts represent estimates for the combined number of vehicles traveling in each direction (east and west) over a 24-hour period. NDOT applies seasonal and daily factors to develop these estimates.

Turning movement counts (TMCs), including classification of commercial trucks, pedestrian, and bicycle counts, were also collected at each intersection in the project area. Traffic count data was collected over a 4-hour period during the AM and PM peak periods. This data was used to determine the systemwide AM and PM peak hours and the volumes during the systemwide AM and PM peak hours were utilized to calculate the peak hour factor (PHF) at each intersection. TMCs at intersections were conservatively adjusted to ensure that the inflow and outflow of vehicles at each intersection were consistent with each other, maintaining a balanced approach. This adjustment was made to ensure consistency and realistic traffic flow in the model. The adjusted volumes were then utilized to calculate existing conditions, delays, and the level of service (LOS) at each intersection using Synchro software. The results are shown in Table 3 below. The level of service (LOS) of the entire intersection (all movements combined) for both the AM and PM peak periods are shown. Those with a LOS of D or below are highlighted. With a couple of exceptions, LOS is worse during the PM peak at most intersections. This is not surprising at stop-controlled intersections where vehicles must cross a four-lane highway with a center turn lane in some situations. However, this does highlight the need for improved access management. US 50 and Airport Road as well as US 50 and College Parkway currently experience significant traffic delay.

The worst movements at these intersections indicate PM congestion in the eastbound direction, likely caused by commuter traffic returning to residences in Lyon County. The complete detailed analysis can be found in Appendix A.

**Table 3: Intersection Traffic Analysis**

| Location                    | Control Type | Existing Scenario - AM Peak |     |                | Existing Scenario - PM Peak |     |                |
|-----------------------------|--------------|-----------------------------|-----|----------------|-----------------------------|-----|----------------|
|                             |              | Delay                       | LOS | Worst Movement | Delay                       | LOS | Worst Movement |
| US-50 & Ramps I-580         | Signal       | 26.3                        | C   | EBL            | 29.0                        | C   | WBL            |
| US-50 & Lompa Lane          | Signal       | 16.7                        | B   | EBL            | 14.7                        | B   | EBL            |
| US-50 & Airport Road        | Signal       | 36.1                        | D   | EBL            | 108.9                       | F   | EBT            |
| US-50 & Silver State Street | Stop         | 16.0                        | C   | SB             | 15.5                        | C   | SB             |
| US-50 & Brown Street        | Stop         | 18.7                        | C   | NB             | 27.1                        | D   | NB             |
| US-50 & College Parkway     | Signal       | 56.0                        | E   | WBL            | 96.7                        | F   | NBR            |
| US-50 & Sherman Lane        | Stop         | 23.9                        | C   | SB             | 19.3                        | C   | SB             |
| US-50 & Empire Ranch Road   | Stop         | 169.2                       | F   | SB             | 4187.9                      | F   | NB             |
| US-50 & Nye Lane            | Stop         | 28.8                        | D   | SB             | 21.2                        | C   | SB             |
| US-50 & Arrowhead Drive     | Signal       | 13.5                        | B   | EBL            | 37.5                        | D   | EBL            |
| US-50 & Flint Road          | Stop         | 34.8                        | D   | WB             | 1782.1                      | F   | WB             |
| US-50 & Linehan Road        | Stop         | 257.2                       | F   | SB             | 153.6                       | F   | SB             |
| US-50 & Red Rock Road       | Stop         | 31.6                        | D   | SB             | 15.7                        | C   | SB             |
| US-50 & Highlands Drive     | Stop         | 30.3                        | D   | NB             | 77.3                        | F   | NB             |



## 2.3 Land Use

### 2.3.1 Land Use

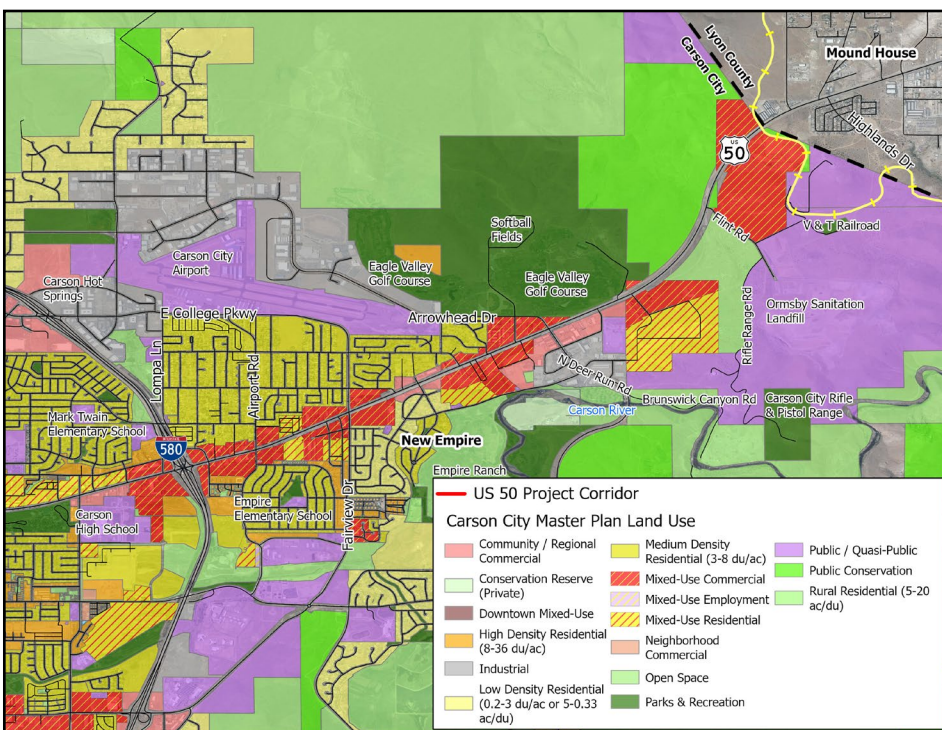
A variety of land uses are adjacent to US 50 within the project limits of the Complete Streets Study corridor. Heading east from the I-580 interchange toward Mound House, the land use pattern gradually transitions from higher density suburban commercial development to more industrial and exurban in nature.

The roadway segment within Carson City is predominately fronted by Mixed-Use Commercial and Mixed-Use Residential land uses with pockets of Community/Regional Commercial employment, as identified in the Carson City Master Plan. Toward the east end of the city limits there is a significant amount of open land with Parks & Recreation, Public Conservation, and Open Space designations.

The Master Plan also identifies three distinct Mixed-Use Activity Centers along the corridor at the I-580 interchange intersection with College Parkway/Fairview Drive, and near the intersection with Drako Way. The activity centers are described as compact centers in easily accessible and highly visible locations of the community. The activity centers are intended to promote the efficient use of available commercial lands and concentrate retail services in pedestrian and transit-oriented development nodes that may be easily accessed from and serve surrounding neighborhoods. The Mixed-Use Activity Center concept was developed as part of a scenario planning process for the Master Plan.

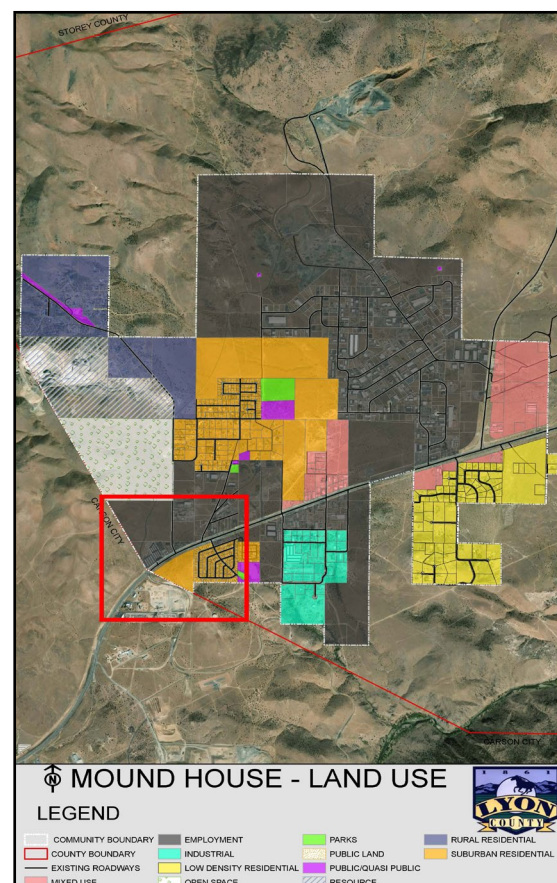
Figure 3 shows the Carson City land use designations along the corridor. The percentage of homes built prior to 1980 varies by census tract within the corridor but ranges from 31% to 65%. In addition, the percentage of housing units that are renter-occupied ranges from 34% up to 75%, depending on the tract.

The 2020 Lyon County Master Plan identifies seven distinct communities within the county due to its vast land area and cultural diversity, including Mound House. Residential designations in Mound House are often found on the edges of employment zones, where industrial and commercial uses are established and live/work arrangements are prevalent.



**Figure 3: Carson City Land Use Map**

Source: Carson City Community Development, Planning Division



**Figure 4: Mound House Land Use Map**

Source: Lyon County Planning Division

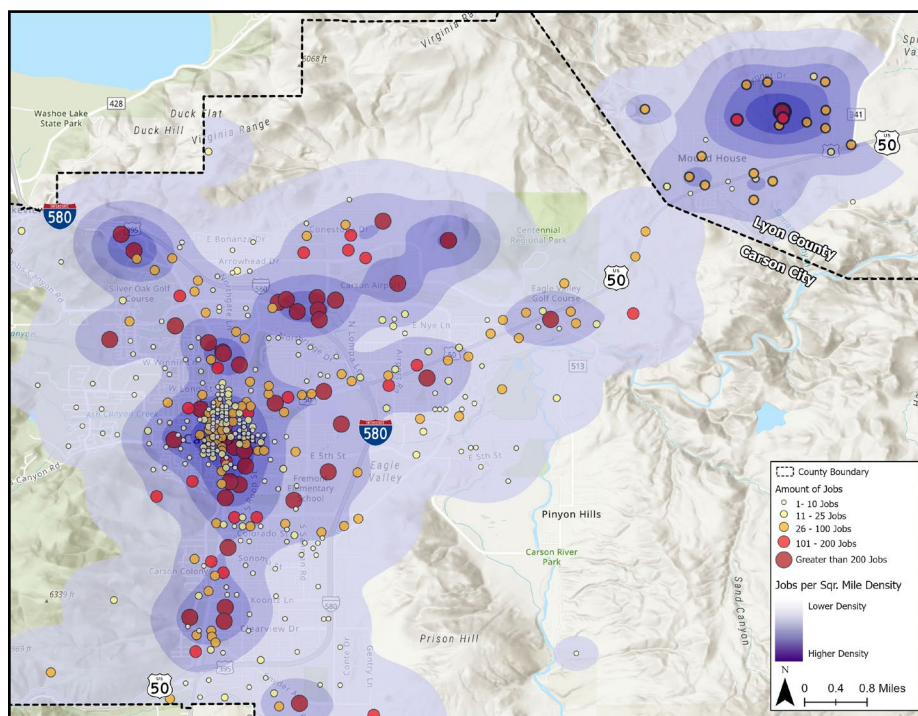


For the portion of Mound House within the study area, the land use designations are Employment on the north side of US 50, and Suburban Residential on the south side. This land use pattern forces residents to cross US 50 to reach employment destinations and services. Approximately 46% of residences in the Mound House census tract are mobile homes. Resource areas lie adjacent to the Lyon County Employment land use designations, filling out the majority land use on the US 50 corridor. Resource Land is defined as private properties located within federal lands as in-holdings, or in very rural and/or remote areas of the County away from developed lands.

Lyon County Policy LU 1.4 as it relates to Mound House states that “new industrial uses should only be located in areas that do not adversely impact existing residential settlements.” In addition, commercial and industrial development is encouraged where sufficient public facilities currently exist or are planned. Figure 4 shows the Lyon County land use designations in the Mound House area, with the red box identifying the area within the study limits.

## 2.3.2 Employment

According to the U.S. Census Bureau On The Map tool, in 2021 Carson City residents filled over 40% of the total jobs in the City, or 11,504 jobs of the total 28,173. The remainder were filled by residents of nearby locations, including Reno (~11%) and Dayton (~8%), meaning that approximately 2,200 people were commuting on US 50 into Carson City on the typical workday from Dayton alone. Conversely, there was a much smaller contingent of about 380 Carson City residents who commuted to jobs in Dayton. Figure 5 shows the number of jobs per square mile within the corridor study limits, as well as the total number of jobs.



**Figure 5: Carson City and Mound House Employment (2021)**

Source: U.S. Census Bureau, On The Map

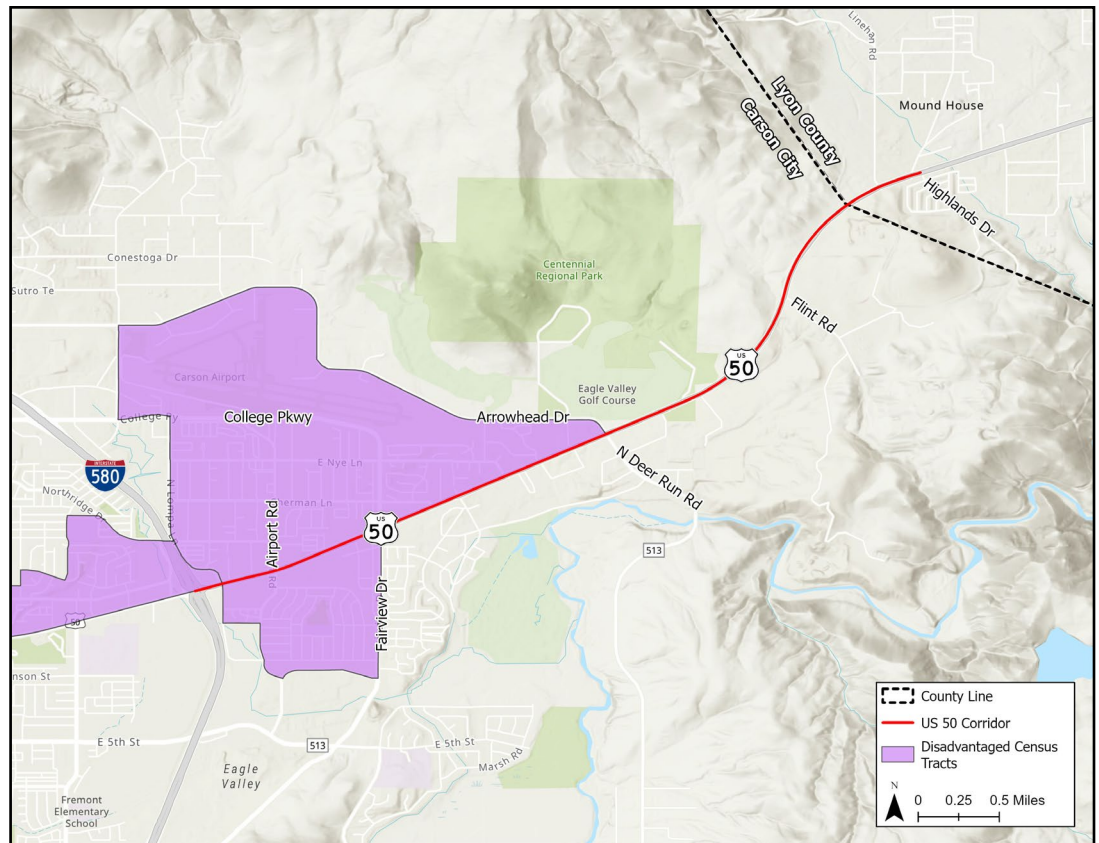
As would be expected, the number of jobs is most dense in downtown Carson City and gradually decreases further away from the core. However, along US 50, there are areas of significant employment extending out to the intersection of Arrowhead Drive/Deer Run Road. There is another area northeast of the corridor project limits off of Affonso Drive in Mound House where employment density is higher than the surrounding areas.

The US DOT Equitable Transportation Community (ETC) Explorer is an interactive web application that uses 2020 Census tracts and data to explore the cumulative burden communities experience as a result of underinvestment in transportation, including the following five components: transportation insecurity, climate and disaster risk burden, environmental burden, health vulnerability, and social vulnerability. This tool was used to assess the Census tracts adjacent to US 50 within the project limits.

Two of the five census tracts that are adjacent to US 50 are defined as “disadvantaged” based on the criteria



established by US DOT. In total, this accounts for approximately 9,800 people living within disadvantaged tracts. The remaining three census tracts have a significantly larger geography and, due to their size, include a much more diverse population in terms of social and economic backgrounds. In all, those combined tracts account for 9,500 people. In short, over half of the people living in census tracts along US 50 are identified as part of a disadvantaged community. Figure 6 shows each of the tracts relative to the project study area.



**Figure 6: US DOT Equitable Transportation Community (ETC) Disadvantaged Census Tracts**

Source: U.S. Department of Transportation, Equitable Transportation Community (ETC) Explorer

Across all Census tracts, transportation access is at 78%. Communities with

higher scores may experience difficulty traveling to important destinations across all modes of travel. Limited access to personal vehicles or transit can create significant barriers to employment and resources. Transportation access is one of three factors comprising transportation insecurity, which can be a significant contributor to persistent poverty. The other two factors are transportation cost burden and transportation safety. Transportation cost burden is a measure of the percentage of household income spent on transportation, including transit costs; vehicle maintenance and insurance costs; and gasoline and fuel, which leaves less money for housing; medical care; and food. Transportation safety, in this case, is determined by fatalities per 100,000 persons related to motor vehicle crashes. Of the US 50 census tracts, transportation cost burden is as high as 78% and transportation safety reaches a score of 82%. As with access, the higher the score, the greater the impact.

According to the ETC Explorer, the population in the most burdened census tract had a median household income of \$43,498, spent roughly 24% of their income on transportation, and over 20% had incomes below the poverty level. The Bureau of Transportation Statistics (BTS) reported that in 2022, transportation was the second largest household expenditure behind housing, accounting for 15% of average household spending. Additionally, the cost burden of transportation fell hardest on households in the lowest fifth by household income, while households in the highest fifth experienced the least amount of transportation cost burden. Across all tracts, there were over 300 households without access to a vehicle. Average commute times for the population living in census tracts within the corridor study area ranged from 17 to 23 minutes. With the exception of one census tract, none of the others had less than a 15-minute walk to adult education, grocery stores, medical facilities, or parks. Twenty-five percent of households in the Lyon County Census tract, which includes Mound House, do not have an internet subscription, which could be an indicator of affordability.



## 2.4 Multimodal Facilities

The presence and type of multimodal facilities vary considerably along the study corridor, changing with land use and development density. Facilities provided at various locations include sidewalks, a multiuse path, and striped bike lanes/roadway shoulders.

Sidewalks appear more frequently on the western end of the corridor, where businesses are more densely clustered. However, their width and presence are inconsistent, which poses safety hazards and connectivity issues for pedestrians.

Designated bike lanes are striped from the I-580 interchange to Arrowhead Drive/N. Deer Run Road, where they transition into striped shoulders. Their width and condition also vary considerably. East of Arrowhead Drive/N. Deer Run Road, bike lanes are maintained at select intersections such as Drako Way and Flint Drive to inform motorists turning on and off US 50 at those locations.

There is also a multiuse path on the north side of US 50, which is signed as a bike route and extends from N. Lompa Lane to Arrowhead Drive/N. Deer Run Road. As land uses become less dense in the central and eastern portions of the corridor, the multiuse path transitions to wide roadway shoulders which can be used for bicycling.

Although this path provides a dedicated facility for walking and bicycling, with separation from motor vehicle traffic, there are safety challenges and concerns related to the frequent driveway access along the western section of the corridor. The majority of driveway points do not have signage or other information indicating to motorists that pedestrians and bicyclists may be crossing in front of them.

The path surface is also inconsistent and in need of maintenance in some areas. There are sections of asphalt and concrete, and others that appear to be unpaved or wholly covered by sand.



**Intersection of US 50 and Airport Road. Inconsistent sidewalk, faded crosswalk, gap in connectivity.**



This surface variability poses concerns for safe usage by bicyclists, as well as pedestrians with various levels of mobility (e.g., individuals using a scooter, wheelchair, or other mobility assistance device).

While transit does not operate along US 50, Jump Around Carson (JAC) Routes 2A and 2B intersect with the corridor. There are bus stops on these routes just north and south of US 50 on both N. Lompa Lane and Airport Road. As US 50 is a commercial corridor, particularly on the west end of the study area, safe connectivity and accessibility from these stops and along the corridor is imperative for transit users.

**Multiuise path on US 50. Does not meet design standards; loose gravel on asphalt is a hazard.**





## 3. PUBLIC AND STAKEHOLDER OUTREACH

Public and stakeholder outreach were concentrated at the beginning of the study to help inform the development of the corridor vision and goals. A variety of outreach media were used to reach a broad segment of corridor users, business owners, and other interested stakeholders, as described in the following sections.

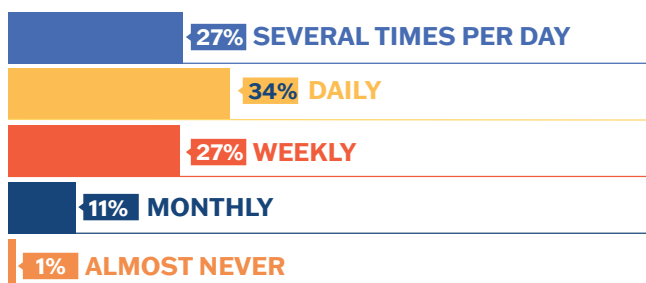
### 3.1 Public Outreach

Public outreach opportunities helped to gather feedback about needs, goals, and concerns along the corridor. Opportunities for feedback included an online survey and an open invitation to contact the CAMPO project manager via email or telephone.

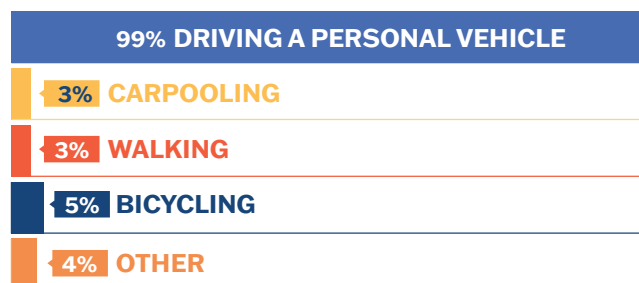
#### 3.1.1 Online Survey

The study team developed a five-question online survey to better understand the needs and preferences of those who travel along US 50. The survey was available online between November 28, 2023, and January 9, 2024. In total, 940 responses were received. The core questions included in the survey were:

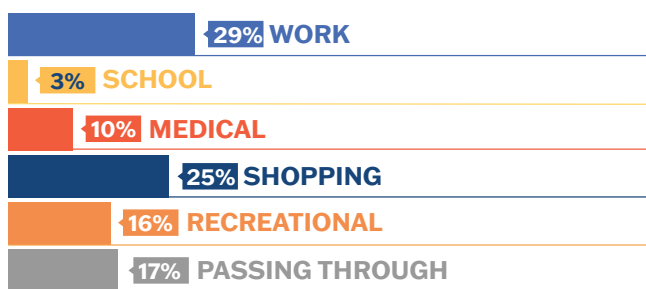
**How often do you travel along the study area section of US 50?**



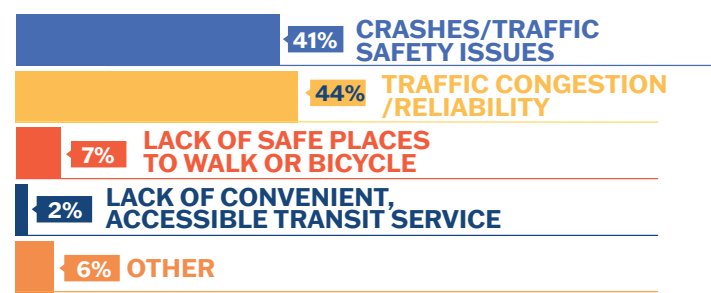
**When you travel along US 50, which mode(s) of transportation do you typically use?**



**For which of the following trip purposes do you most often travel along the study area section of US 50?**



**What do you think is currently the biggest problem on or along this section of US 50?**





These questions were followed by a series of five optional demographic questions to provide basic information about the location (home zip code), age, gender, race/ethnicity, and household income of respondents.

## Major Themes:

- The majority of survey respondents traveled the project corridor either daily (34%), several times per day (27%), or weekly (27%).
- 915 of the 923 respondents who answered this question indicated that they travel along US 50 using a personal vehicle. Because respondents had the option to choose more than one mode, some individuals indicated that they also carpool (32 responses), walk (28 responses), bicycle (46 responses), or use other modes (e.g., a company vehicle or motorcycle) (38 responses).
- When asked about trip purpose, respondents indicated a variety of reasons for traveling the corridor, with work (29%) and shopping (25%) being the most common.
- Respondents were somewhat divided about the biggest problem on or along this section of US 50, with 44% indicating traffic congestion/reliability and 41% citing crashes/traffic safety issues.
- More than 2/3 of respondents (71%) felt it was more important for US 50 to encourage the safe and efficient flow of travel (i.e., focus on through travel) than to enable convenient business access and encourage economic development via frequent driveway access points.

## Do you think it is more important for US 50 to:

**29%**  
**ENABLE CONVENIENT BUSINESS ACCESS AND  
ENCOURAGE ECONOMIC DEVELOPMENT BY ALLOWING  
FREQUENT DRIVEWAY ACCESS POINTS**

**OR**

**71%**  
**ENCOURAGE THE SAFE AND EFFICIENT FLOW OF  
TRAFFIC ALONG US 50, WITH MORE OF A FOCUS  
ON THROUGH TRAVEL**

A detailed log of survey responses, including demographics, is included in Appendix B.

## 3.1.2 Emails and Phone Calls

During the first comment period, the CAMPO project manager received nine comments either via email or telephone call. These comments are provided in full in Appendix B.

## 3.1.3 Social Media

In early December, CAMPO posted updates on its social media accounts and also partnered with Carson City and [CarsonNOW.org](https://carsonnow.org) to help disseminate information about the study. Posts focused on opportunities for public and stakeholder input, particularly the online survey.

## 3.1.4 Web Presence

CAMPO posted information about the US 50 project on the agency's web page, including a study area map, the project fact sheet, a link to the online survey, and contact information for the study's project manager. This information was updated periodically throughout the duration of the study.

## 3.1.5 Press Release

CAMPO released a press release on December 6, 2023, announcing the availability of the online survey. The press release is included as Appendix C.



### 3.1.6 Fact Sheet/Flyer

The study team developed a project fact sheet containing basic information about the study, as well as a series of frequently asked questions (FAQs). The fact sheet is included as Appendix C.

## 3.2 Stakeholder Outreach

The project team was able to obtain valuable feedback on issues and concerns from corridor stakeholders through several venues. Most of the outreach was conducted through in-person discussion with business owners and employees, neighborhood associations, and formal boards and commissions. As the owner-operator of US 50, NDOT remained a critical partner throughout this effort.

### 3.2.1 Business Walk

Members of the study team (CAMPO staff and the consultant team) conducted a business walk on November 28, 2023. The group visited 67 businesses along the study area section of US 50 to distribute fact sheets and ask business owners and workers about their experiences using the corridor. In general, most business owners/employees were very interested in the study and agreed to take the online survey as well as share information with their customers. In addition, several business owners/employees offered constructive feedback on their personal experiences as both participants and observers of activity on US 50. Most of the comments identified traffic safety and operations concerns. A list of specific comments is included as Appendix B.

### 3.2.2 Neighborhood Association Coordination

The project team met specifically with CAMPO Commissioner Wes Henderson, as the Lyon County representative on the CAMPO Board, to discuss issues and concerns in the Mound House area. At his suggestion, CAMPO staff provided information regarding the study, including the survey, to the Mound House Citizens Advisory Board as well as both the Dayton Regional and Stagecoach Advisory Boards. Even though the Dayton and Stagecoach areas are outside of the study limits, many residents of those communities travel the US 50 corridor into Carson City on a daily basis.

### 3.2.3 Board and Committee Presentations

CAMPO staff made several presentations and updates regarding the study to the CAMPO Board, Carson City Regional Transportation Commission (RTC), and other boards and committees. Some notable occurrences include:

- **March 8, 2023** – CAMPO/Carson City RTC presentation and permission to apply for Transportation Alternatives Program (TAP) to fund Phase 2 of the US 50 East Carson Complete Streets Corridor Study.
- **September 13, 2023** – CAMPO presentation and permission for to hire a consultant to assist with development of the study.
- **January 29, 2023** – Healthy Communities Coalition had a Traffic Safety Meeting in Mound House. Items discussed were both the CAMPO Local Road Safety Plan and the US 50 East Carson Complete Streets Corridor Study.
- **March 5, 2024** – Mound House Citizens Advisory Board presentation on the CAMPO Local Road Safety Plan and the US 50 East Carson Complete Streets Corridor Study; specifically, about Mound House. There were close to 100 attendees.



## 3.2.4 Nevada Department of Transportation

NDOT owns and maintains US 50 throughout the entire study limits. During the development of this study, NDOT was concurrently working on design of a pavement preservation and safety improvement project for a portion of the corridor. Close coordination between the CAMPO team and NDOT was maintained throughout the study.

The NDOT preservation project limits are from the I-580 Interchange to 0.29 miles east of Deer Run Road, a total distance of 2.55 miles. Preliminary plans for the project consists of a mill and replacement of existing roadway surfacing; improvement of existing pedestrian walkways, ramps and crossings to current Americans with Disabilities Act (ADA) Public Right-of-Way Accessibility Guidelines (PROWAG); turn lane channelization; and installation of new corridor lighting. Additional improvements will include grading roadside ditches and installing new drainage inlets to eliminate areas of water ponding during storm events, improvements to multiuse paths, driveway reconstruction, addition of a fiber optic trunk line cable, and upgrades to traffic signal systems such as proper alignment of signal heads over travel lanes as well as improved signage throughout the corridor. Project construction is planned for the second quarter of 2027.) Carson City Public Works also has plans to construct the East William Street Complete Streets project just west of the future NDOT improvements, which will dovetail into their project and establish a larger and more consistent complete street corridor.





## 4. CORRIDOR VISION AND GOALS

The study team developed a set of character zones, along with a series of goals, to help frame and guide recommendations. The character zones were based mainly on existing conditions, while the goals were based on input from stakeholders, members of the public, and staff.

### 4.1 Character Zones

The Project Corridor was divided into three zones based on changing land use characteristics. These zones are summarized below and illustrated in Figure 7.

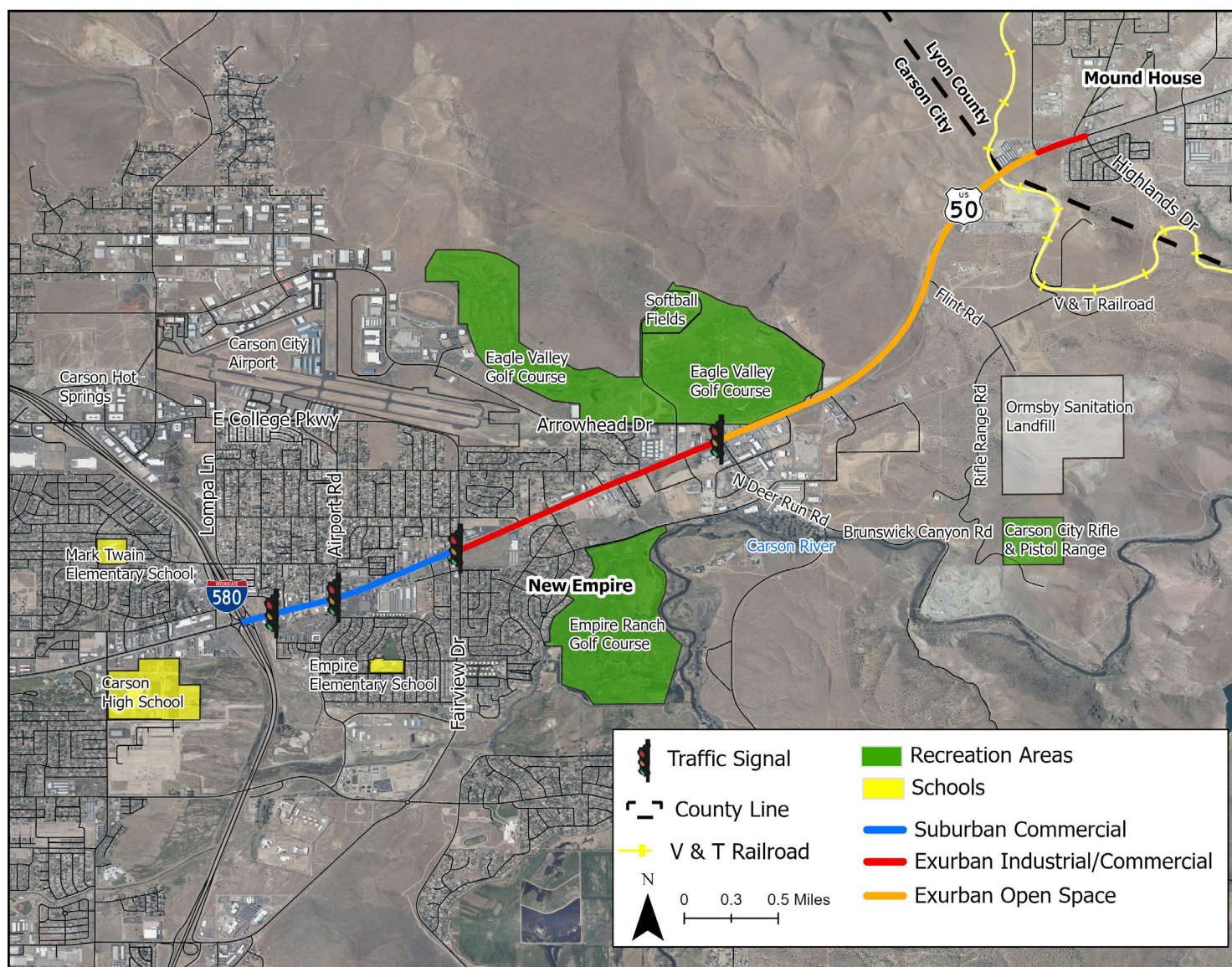


Figure 7: US 50 Corridor Character Zones



## Zone 1: Suburban Commercial

The section of US 50 between the I-580 interchange and Fairview Drive was classified as Suburban Commercial due to the presence of predominantly commercial land uses and relatively frequent driveway access points.

## Zone 2: Exurban Industrial/Commercial

The section of US 50 between Fairview Drive and Deer Run Road/Arrowhead Drive was classified as Exurban Industrial/Commercial due to the presence of predominantly industrial and commercial land uses, with less frequent driveway spacing and lower density overall.

The section between Linehan Road and Highlands Drive was also classified as Exurban Industrial/Commercial, as the roadway resumes this general character as you enter the western edge of Mound House.

## Zone 3: Exurban Open Space

The section of US 50 between Deer Run Road/Arrowhead Drive and Linehan Road was classified as Exurban Open Space due to the low-density nature of the land uses and infrequent spacing of driveway access points.

## 4.2 Corridor Goals

A set of goals was developed to help guide improvements along the project corridor and ensure that recommendations are aligned with input received via public and stakeholder outreach, as well as previous planning efforts. The four corridor goals identified are:



**GOAL 1: Identify improvements that enhance safety for all corridor users.**



**GOAL 2: Plan and deliver roadway safety and traffic projects that meet the needs of local residents, commuters, and business owners.**



**GOAL 3: Improve multimodal connections between residential areas, essential services, and recreational opportunities.**



**GOAL 4: Identify improvements that balance mobility needs with business access and economic development objectives.**

These corridor goals align well with the goals identified in NDOT's *One Nevada Transportation Plan*. Specifically, the plan identifies the following four of six main goals including: Enhance Safety, Optimize Mobility, Transform Economies, and Connect Communities. Additionally, the Plan also identifies US 50 as a critical corridor, which is defined as a primary artery for freight and people movement essential to Nevada's future economic vitality. As a US Bike Route (USBR 50), US 50 has the highest volume of touring bicyclists in Nevada, who are supported by local businesses along the corridor.



## 5. CORRIDOR NEEDS IDENTIFICATION

### 5.1 Operations

As demonstrated by the traffic analysis, there is significant congestion in both the AM and PM peak periods. As indicated by the survey results, traffic congestion/reliability ranked as the most common response when participants were asked what is the biggest problem on this section of US 50. Anecdotal public input also suggested that traffic is often backed up at major intersections during peak periods and that it is significantly challenging to turn on and off US 50 at unsignalized intersections and business accesses due to limited breaks in traffic flow. Both the traffic analysis and public feedback indicated that the PM peak period is the most congested. Proposed improvements will address traffic signal optimization and enhanced roadway and intersection geometry for better traffic flow.

### 5.2 Safety

As stated in the safety analysis, the average crash rates along this segment of US 50 are nearly 35% higher than the statewide average for similar roadways and for all crash severity types. The crash data also correlates with the findings of the traffic analysis, with the majority of crashes (40%) having occurred in the peak period between 2 p.m. and 6 p.m. (as identified for US 50 in the CATSMP), with many at or near major intersections. As previously stated, the crash data in the CAMPO LRSP represents a slightly different dataset and geographic scale of analysis. However, the trends along the US 50 corridor are largely representative of the region as a whole as detailed in the findings of the LRSP.

### 5.3 Access Management

There are over 60 private driveways and access points on both sides combined of the corridor within the project study area. They range from highly visible concrete drives with marked crosswalks, curb, gutter, and pork chop islands, to worn asphalt or faded dirt breaks in the shoulder of varying width. With few exceptions, the majority of the corridor does not have raised medians or channelization, particularly in Zones 2 and 3 where more informal access exists. Improved access management has both safety and operations benefits by minimization of conflict points and removal of obstructions to through traffic.



## 5.4 Multimodal

While basic bicycle and pedestrian infrastructure is present along portions of the corridor, it is inconsistent and in various states of repair, which does not allow for accessibility by all users and abilities. Likewise, connected, safe sidewalks with ADA compliant curb ramps as well as a continuous and clearly signed USBR 50 would enhance the overall corridor. Federal Highway Administration (FHWA) proven safety countermeasures provide a menu of tiered improvements that can be applied throughout the corridor.



**Sections of multiuse path on US 50 do not have clear delineation between shoulders and access driveways.**

## 5.5 Equity, Resiliency, Sustainability

Section 2 of this report discusses populations along the corridor living in ETC-defined Disadvantaged Census Tracts and some of the challenges associated with these areas including high levels of specific indicators which lead to overall transportation insecurity. Factors that contribute to equity concerns along the corridor include areas of low vehicle ownership and the absence of transit or other affordable mobility options. These issues are exacerbated by incomplete and auto-centric infrastructure along the corridor which limit the ability of people to safely engage in other transportation modes such as walking or riding a bike.

The corridor has 31,500 AADT volumes in some sections and a fatality crash rate that is 117% higher than the statewide average. Posted speed limits range from 40 mph at the west end of the project limits at the freeway interchange to 55 mph east of Deer Run Road/Arrowhead Drive. However, the majority of the corridor in the populated and developed areas is 45 mph, but the design as a multi-lane state highway with wide shoulders lends itself to higher speeds. As described in the sections above, there are a host of issues that, both singularly and collectively, limit mobility options for those who might not have access to a vehicle. This situation disproportionately impacts those who are most vulnerable in terms of safety and financial security.

Aside from mobility, the relatively high AADT, congested peak periods, and percentage of trucks is a source of concentrated vehicle emissions. In addition, the particulate matter from tires, brakes, exhaust, and the natural desert landscape contributes to the overall impact on air quality. In general, the corridor has very little vegetation or shade cover to mitigate urban heat island effects. The roadway width varies along the 4.5-mile corridor, but is approximately 60-75 feet wide in typical sections, not including shoulders. The average high temperature for the month of August in Carson City is approximately 89° F. Depending on a variety of factors (cloud cover, angle of the sun, altitude, etc.) surface pavement temperatures can reach up to 140° F. This radiates back into the air increasing overall temperatures along the corridor. Heat islands can contribute to poor air quality, magnify the impacts of extreme heat events, and put people's health at higher risk.



## 6. CORRIDOR IMPROVEMENT RECOMMENDATIONS

### 6.1 Summary Table

Table 4 provides a list of improvements and associated cost estimates by location along the US 50 corridor study area. This table represents a simplified version of the table located in Appendix D, which also contains preliminary design concepts for some of the project recommendations.

**Table 4: Recommended Corridor Improvements**

| Countermeasures                                                                   | Potential Extents                                           | Cost (\$1,000)                                                                 |
|-----------------------------------------------------------------------------------|-------------------------------------------------------------|--------------------------------------------------------------------------------|
| <b>Roadway Segments</b>                                                           |                                                             |                                                                                |
| Install lane departure prevention systems.                                        | Shoulder gaps throughout                                    | \$3,100                                                                        |
| Construct driveways with curb and gutter.                                         | Airport to Arrowhead / Deer Run                             | \$760                                                                          |
| Design the roadway to a lower design speed.                                       | Lompa to Highlands                                          | Planning - \$100K<br>Implementation - Cost integrated into subsequent projects |
| Install high-visibility roadway striping.                                         | Lompa to Highlands                                          | \$1,390                                                                        |
| Install wide edge lines and/or buffer striping.                                   | Lompa to Highlands                                          | \$460                                                                          |
| Install roadway lighting.                                                         | Airport to Arrowhead / Deer Run                             | \$1,650                                                                        |
| Close existing sidewalk / Asphalt Concrete (AC) path gaps.                        | AC path gaps throughout                                     | \$2,040                                                                        |
| Install signs and markings at path driveway crossings.                            | Lompa to Arrowhead / Deer Run                               | \$220                                                                          |
| <b>Signalized Intersections</b>                                                   |                                                             |                                                                                |
| Convert protected-permissive phasing from side streets to protected phasing only. | Airport Road                                                | \$20                                                                           |
| Program leading pedestrian intervals.                                             | Lompa, Airport, E. College Parkway / Fairview, and Deer Run | \$20                                                                           |



| Countermeasures                                                                                                                                      | Potential Extents                                           | Cost (\$1,000)                                                                                      |
|------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|
| <b>Signalized Intersections</b>                                                                                                                      |                                                             |                                                                                                     |
| Install Advance Dilemma Zone Detection (ADZD) signal equipment to allow for All Red Extension.                                                       | Lompa, Airport, E. College Parkway / Fairview, and Deer Run | \$200                                                                                               |
| Program off-peak Rest in Red operations; install vehicle detection systems to actuate traffic signals when vehicles are at the desired travel speed. | Lompa, Airport, E. College Parkway / Fairview, and Deer Run | \$80                                                                                                |
| Program signal coordination at 10 mph below the speed limit if existing signals are coordinated.                                                     | Lompa, Airport, E. College Parkway / Fairview, and Deer Run | \$100                                                                                               |
| Program signal visibility (signal head louvers) to the design speed stopping sight distance.                                                         | 4 signal heads<br>x 2 approaches<br>x 4 intersections       | \$64                                                                                                |
| Add near-side signal heads to US 50 approaches.                                                                                                      | 2 approaches<br>x 4 intersections;<br>upgrade all hardware  | \$40                                                                                                |
| Install new signal or Pedestrian Hybrid Beacon (PHB) at existing intersection.                                                                       | Highlands Drive                                             | \$800                                                                                               |
| <b>Speed Policy</b>                                                                                                                                  |                                                             |                                                                                                     |
| Install speed safety cameras for observation and data collection.                                                                                    | Highlands, Arrowhead / Deer Run, and E. College Parkway     | \$150                                                                                               |
| Implement variable speed limits based on time of day and congestion.                                                                                 | Entire corridor                                             | Planning - \$50-100K<br>Implementation - \$500K - \$2M<br><br>*Does not include enforcement expense |
| Install changeable message signs alerting drivers of congestion ahead.                                                                               | Highlands, Arrowhead / Deer Run, and E. College Parkway     | \$300                                                                                               |
| <b>Midblock Crossings</b>                                                                                                                            |                                                             |                                                                                                     |
| Install PHBs and coordinate with signals to 10 MPH below the speed limit.                                                                            | Silver State St, Empire Ranch Rd, and E Nye Lane            | \$1,500                                                                                             |



| Countermeasures                                                                                                                                                            | Potential Extents                                                      | Cost (\$1,000)                                                                |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| Install signs, beacons, and lighting at select side street locations and large driveways.                                                                                  | Airport to Arrowhead                                                   | \$380                                                                         |
| Install median curbs and posts to channelize left turns where appropriate.                                                                                                 | Airport to Arrowhead                                                   | \$380                                                                         |
| <b>Intersection Geometry</b>                                                                                                                                               |                                                                        |                                                                               |
| Consider reduced design vehicle (from WB-67 to WB-40 or SU-30). Adjust (reduce) corner curb radii to accommodate the reduced design vehicle and shorten crossing distance. | Lompa, Airport, and Deer Run; exclude E. College Parkway / Fairview    | Planning - ~\$20-50K.<br>Implementation - cost integrated into other projects |
| Study use of lead-lag phasing at opposing left turns to allow for left-turn lane / center median consolidation or pedestrian refuge islands.                               | Lompa (2), E. College Parkway / Fairview (1)                           | \$50                                                                          |
| Study reducing corner curb radii, designing right-turn slip lane channels to sharper (60- to 75-degree) approach angles, and installing mountable curb aprons.             | Airport (NE), E. College Parkway / Fairview (NE and SW), Deer Run (SW) | \$100                                                                         |
| Update corner channel islands (pork chops) to ADA standards.                                                                                                               | Airport (NE and SW)                                                    | \$100                                                                         |
| Study a long-term option to convert signals to multilane roundabouts.                                                                                                      | Lompa, Airport, E. College Parkway / Fairview, Arrowhead / Deer Run    | Planning - ~\$50-100K.<br>Implementation - \$2-5M / intersection              |
| <b>Total Cost for All Improvements</b>                                                                                                                                     |                                                                        | <b>\$14,254</b>                                                               |

## 6.2 Intersection Improvements

Signal system upgrades are recommended at each of the existing signalized intersections on US 50 in the study area. These include intersections with N. Lompa Lane, Airport Road, Fairview Drive/College Parkway, and Deer Run Road/Arrowhead Drive. Recommended improvements include enhanced signal coordination, phasing, and timing, as described below.

**“Rest in Red” traffic signal technology** can be incorporated to discourage excessive speeding. It works by displaying red lights in select or all directions during late night and early morning hours when traffic volume is light rather than cycling through the green, yellow, and red phases during typical daytime traffic periods. When a person driving a vehicle approaches a “Rest in Red” intersection, the traffic signal may stay red until it detects that the driver reaches the intersection. The traffic signal will turn green to service the approaching driver; these systems can be programmed to provide a green signal to approaching drivers traveling within the speed limit.



**Advanced Dilemma Zone Detection (ADZD)** systems track approaching vehicles, calculate the time and distance they need to stop or clear the intersection based on their speed and size, and adjust the end time of the applicable phase. Dilemma zones refer to areas where a driver would neither be able to stop before the intersection or clear the intersection with the programmed signal yellow and red time, which increases the likelihood of T-bone, head-on, and rear-end crashes.

These systems have been proven to reduce the frequency of red-light violations, crashes associated with the traffic signal phase change, delay and stop frequency on the major road, and maintain or reduce overall intersection delay.

**General speed management systems** should also be considered to enhance both safety and operations. **Speed safety cameras** could be installed for active traffic management. These would not be used for enforcement nor to collect personal data such as license plate recognition (LPR). However, they could assist in data collection that both actively manages traffic flow through signal optimization as well as to provide insight into systemic or recurring issues on US 50. Other **Intelligent Transportation Systems (ITS) applications** could assist with the overall management of the corridor such as variable speed limits to optimize traffic flow and reduce congestion. This could be tied into a network of digital message signs to better inform motorists of dynamic conditions.

**Pedestrian hybrid beacons (PHBs)** are recommended for three uncontrolled intersections where there are higher levels of pedestrian activity. A PHB is a traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections. The beacon head consists of two red lenses above a sign. It is recommended to install lighting, signage, and beacons to raise visibility.

At the intersection with Highlands Drive, which serves as access to a residential area in Mound House, it is recommended to install a PHB in conjunction with a pedestrian refuge island on US 50 just west of the intersection.

The refuge island would give pedestrians additional protection to confirm that traffic has stopped in both directions before completely crossing the street.

It would also provide enhanced visual cues for drivers. There have been several traffic fatalities at this intersection, including a recent and tragic crash involving a child who was struck and killed.

## US 50 / Highlands

The Local Road Safety Plan (CAMPO, April 2024) for the US 50 / Highlands intersection recommends installing a Pedestrian Hybrid Beacon (PHB), new intersection lighting, pavement resurfacing, advanced street name signs, and reduced conflict intersection. This study recommends or assumes the first three improvements (PHB, lighting, and resurfacing), concurs with the recommendation to add advance street name signs, and recommends for further study the reduced conflict intersection for compatibility with the PHB and potential pedestrian refuge islands. In addition to the LRSP recommendation for the US 50 / Highlands intersection, this study recommends installing a speed safety camera for observation and data collection and changeable message signs (CMS) alerting drivers to congestion ahead.



| Local Road Safety Plan (LRSP) Recommendation | US 50 Complete Streets Study                                                        |
|----------------------------------------------|-------------------------------------------------------------------------------------|
| Install Pedestrian Hybrid Beacon (PHB)       | Recommended in the Complete Streets Study                                           |
| Install Intersection Lighting                | Assumed as part of the PHB project                                                  |
| Resurface Pavement                           | Assumed as part of NDOT Repaving Project                                            |
| Install Advanced Street Name Signs           | Concur with recommendation                                                          |
| Install Reduced Conflict Intersection        | Recommend for further study and compatibility with PHB and pedestrian refuge island |

Not in LRSP but in Complete Streets study: Install speed safety camera for observation and data collection. Install changeable message signs (CMS) alerting drivers to congestion ahead.

## US 50 / Airport

The Local Road Safety Plan for the US 50 / Airport intersection recommends installing an on-street bike lane, adjusting signal timing, resurfacing pavement, installing PROWAG compliant crossings and curb ramps, installing improved intersection lighting and updated signal equipment, adjusting the roadway alignment, and developing a maintenance agreement with the multiuse path owners. This study recommends or assumes pavement resurfacing, PROWAG compliant crossings and curb ramps, updating signal equipment, adjusting the roadway alignment and intersection geometry, and concurs with the recommendation to install improved lighting and replacing pedestrian push buttons with APS.

This study recommends further study of the bike lane since the existing multiuse path appears to be a safer and more comfortable option for bicycle travel over an on-street bike lane. This study recommends adjusting the signal timing in concert with installing Advance Dilemma Zone Detection (ADZD) equipment to allow for dynamic All Red signal timing extensions. This study recommends closing gaps on the multiuse path as part of a larger project to improve its condition.

In addition to the LRSP recommendation for the US 50 / Airport intersection, this study recommends studying long-term options to convert the traffic signal to a multilane roundabout, adding ADZD equipment to allow for dynamic All Red signal timing extensions, programming off-peak Rest in Red signal operations, lowering the signal coordination speed along the US 50 corridor, and installing program visibility signal heads to reduce the likelihood of drivers speeding to clear the intersection.

| Local Road Safety Plan (LRSP) Recommendation | US 50 Complete Streets Study                                                                                                                                                                                                                                                             |
|----------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Install on-street bike lane                  | Recommend further study since the existing bike lane transitions into a shared lane at the intersection. The Complete Streets Study considers the existing, parallel multiuse path as the safer and more comfortable option over an on-street bike lane especially at the intersections. |



|                                                                                                                                    |                                                                                                                          |
|------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|
| Adjust signal timing (all-red clearance timing)                                                                                    | Recommended in the Complete Streets Study with additional Advance Dilemma Zone Detection (ADZD) equipment.               |
| Resurface pavement                                                                                                                 | Assumed as part of NDOT Repaving Project                                                                                 |
| Install PROWAG compliant crossings and curb ramps                                                                                  | Recommended in the Complete Streets Study                                                                                |
| Install improved intersection lighting                                                                                             | Concur with recommendation                                                                                               |
| Install updated signal equipment: Accessible Pedestrian Signals (APS), new signal heads, and new poles for additional signal heads | New signal heads and poles are recommended as part of the Complete Streets Study. Concur with recommendation to add APS. |
| Adjust roadway alignment                                                                                                           | Recommended in the Complete Streets Study as corner curb radii and slip lane adjustments and reduced design vehicle.     |
| Develop maintenance agreement with owners of multiuse path                                                                         | Maintenance and gap closures on the multiuse path recommended in the Complete Streets Study.                             |

Not in LRSP but in Complete Streets study: Study long-term option to convert signals to multilane roundabouts, add ADZD equipment to allow for dynamic All Red signal timing extensions, program off-peak Rest in Red signal operations, project lower signal coordination speed, install program visibility signal heads.

## 6.3 Access Management

As stated earlier in this report, there are over 60 driveways along US 50 within the project study area. Many of the access areas lack appropriate design elements and present a safety issue due to poor visibility and signage. There have been reports from business owners and their employees regarding motorists who have run off the road into stormwater ditches attempting to turn into parking lots due to access points that are poorly lit or not clearly defined.

Improvements include adding high visibility continental crosswalks and path crossing warning signs to alert motorists and non-motorists alike when approaching a driveway. In general, curb, gutter, and a safety edge (as well as rumble strips, where appropriate) should be installed consistently throughout the length of the corridor to clearly identify breaks for access to businesses and other areas. In addition, edge lines and buffer striping will help clearly identify bike lanes and can transition to dashed lines to indicate driveway entrances. Signage and bollards can be installed on the multiuse path where it intersects with driveways to discourage motor vehicles from utilizing the path as a makeshift frontage road. Where feasible, multiple driveways should be consolidated into one to limit the number of access points, which will provide for safer and more efficient traffic flow on the US 50. A median curb with posts to channelize left turns is also recommended between Airport Road and N. Deer Run Road/Arrowhead Drive where appropriate.

## 6.4 Multimodal Improvements

While some of the intersection and access management improvements previously identified would also benefit pedestrians and bicyclists, additional proposed multimodal improvements largely focus on filling in the gaps



for existing facilities as well as upgrading existing infrastructure to meet current design standards and ADA requirements. As stated, the existing sidewalk and multiuse path varies significantly in consistency and level of accessibility.

## 6.5 Equity, Resiliency, Sustainability

The multimodal improvements described in the previous section are critical to improving mobility options for residents along the corridor, especially for shorter trips. People will not consider other options if they do not feel safe in doing so. Deliberate and public celebration of newly constructed infrastructure, education on the safety and health benefits it provides, and encouragement of its use will inspire people to consider other modes than driving for necessary trips. It is also important to engage with households in areas of low vehicle ownership throughout planning, design, and implementation of these improvements. Those without other options have the most knowledge of existing conditions and stand to benefit the most from carefully considered and thoughtful design. Any outreach should be done in Spanish as well as English. In one disadvantaged census tract along the corridor, the population that identifies as Hispanic is 57% and Limited English Proficiency (LEP) is higher than anywhere else in the region.



**Existing RRFB on US 50 at Silver State Street.**



**Roadside memorial at stormwater ditch near poorly marked driveway.**

While encouraging a mode shift away from single occupancy vehicle trips will have the most profound effect on air quality within the corridor, improvements in access management, traffic signal timing, and safe speed applications will also help to offset vehicle emissions through more efficient traffic operations. One concept that might be explored through Phase 2 of this study is expansion of fixed route transit service or special commuter service along the corridor based on potential demand. If feasible, this could be implemented with dedicated bus-only lanes and transit signal priority at intersections. Other concepts to support resiliency and sustainability that might be considered are alternative pavement design and low maintenance vegetation to improve the tree canopy and mitigate the urban heat island effect along the corridor.



## 7. IMPLEMENTATION AND FUNDING

### 7.1 Implementation and Phasing

Most of the project recommendations in this report are near-term in nature and do not require major capital investment. Planning level cost estimates were applied to each of the project types. It is estimated that approximately \$13.9 million would be needed to implement all the recommended improvements. However, CAMPO and NDOT could take a phased approach to implement the “low hanging fruit” first which would require the least amount of coordinated investment, such as signage and striping improvements. Areas where existing utilities and infrastructure exist (such as an existing power source for PHB) should also be considered for early implementation.

This study was envisioned as a two-phase approach, with the first phase focusing primarily on safety and operations improvements. Phase 2 of the study, which is not the subject of this report, will expand upon multimodal components and include cultural, historic, landscape, aesthetic, freight, and environmental considerations.

### 7.2 Funding Mechanisms and Sources

The following section lists Federal-aid programs that provide funding to NDOT through apportionment, which would be eligible for use on US 50 recommended improvements. The Federal-aid programs are formula-based and generally see a modest increase year-over-year. Please note that funding amounts shown are for Nevada’s Fiscal Year (FY) 2023 apportionment and reflect balances after set-aside amounts for specific programs as well as any penalties. In Nevada, most Federal-aid programs require a 5% match in local funds to utilize the available funding. It is assumed that NDOT would be the project lead on any improvements as the owner/operator of US 50. Of the funding sources listed below, CAMPO receives an allocation of Surface Transportation Block Grant Program, Transportation Alternatives Set-Aside, and Carbon Reduction Program funds. CAMPO is also eligible to receive Highway Safety Improvement Program funds due to the recently completed LRSP. NDOT may choose to sub-allocate a portion of funds they receive through any of the formula programs.

#### National Highway Performance Program (NHPP)

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments in highway construction are directed to support progress toward the achievement of performance targets established in state asset management plans. In FY 2023, Nevada received \$243,551,644 in NHPP funds to be utilized statewide. The US 50 corridor is part of the NHS and would be eligible to receive NHPP funding for the proposed improvements.

#### Highway Safety Improvement Program (HSIP)

The HSIP is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. With an average fatality crash rate on this section of US 50 of 117% more than the statewide average, it is a high-ranking candidate for investment of HSIP funds. Nevada received \$27,424,835 in HSIP funds in FY 2023.



## Surface Transportation Block Grant Program (STBG)

The STBG program provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, pedestrian and bicycle infrastructure, and transit capital projects. Nevada received a total of \$112,401,874 in STBG funds in FY 2023. After excluding suballocation amounts for areas of specific population thresholds, \$47,822,245 in remaining funds were available for any area of the State. A suballocation of STBG funds in the amount of \$1,329,545 is designated for areas between 50,000 and 200,000 population. CAMPO is one of the few regions in Nevada to fall within this population threshold, and therefore would be a good candidate to benefit from a significant portion of these funds.

## National Highway Freight Program (NHFP)

The NHFP is focused on improving the condition and performance of the National Highway Freight Network (NHFN) and ensuring the network provides the foundation for the United States to compete in the global economy. The NHFN was established to strategically direct Federal resources and policies toward improved performance of highway portions of the US freight transportation system. The section of US 50 from I-580 to SR 341 is designated as a Critical Urban Freight Corridor (CUFC), which is part of the NHFN, making it eligible for NHFP funds. Nevada received \$12,588,078 in NHFP funds in FY 2023, (which excludes 2% for State Planning and Research) of which 30% of the total funding amount must be used for freight intermodal and freight rail projects.

## Transportation Alternatives (TA) Set-Aside Funds

The TA Set-Aside from the STBG program provides funding for a variety of typically smaller-scale transportation projects such as pedestrian and bicycle facilities and safe routes to school (SRTS) projects. The current Transportation Bill, Bipartisan Infrastructure Law (BIL), requires states to suballocate 59% of total funds based on population. Similarly to STBG, \$119,209 in TA Set-Aside is suballocated to areas of the state between 50,000 and 200,000 population, and \$3,851,891 is available to for projects in any area of Nevada.

## Carbon Reduction Program (CRP)

The BIL also established the CRP, which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources. The state suballocation for areas of population between 50,000 and 200,000 is \$156,642. Any of the proposed pedestrian and bicycle improvements would be an eligible use of CRP funds as it supports non-motorized travel. In addition, items like energy efficient street lighting and traffic control devices, roadway enhancements that improve traffic flow without adding capacity, and infrastructure-based intelligent transportation systems are also eligible.

## Discretionary Grants

There are dozens of grant opportunities through the US Department of Transportation, many of which are offered on a recurring basis. The following is a list of some grants that could potentially align well with the needs and goals of the US 50 corridor.

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Safe Streets and Roads for All (SS4A) Program
- Active Transportation Infrastructure Investment Program (ATIIP)
- Neighborhood Access and Equity Program (NAE)



This is by no means an exhaustive list, and new grant opportunities are refined or developed regularly. In addition, smaller improvements would potentially be good candidates for congressionally directed spending projects (otherwise known as earmarks). While state and local funds are limited, there could be opportunities for funding through other state-run programs or even other sectors such as public health. Oftentimes, programs such as these can be leveraged as a match to federal funds. In addition, it is always beneficial to capitalize on maintenance or preservation projects by identifying opportunities to add in additional infrastructure improvements where efficiencies can be captured and maximized.

## 7.3 Next Steps

Phase 2 of this study will expand upon the analysis and recommendations in this report. However, there are immediate and short-term action items that can and should be pursued, such as the following.

- CAMPO will coordinate with NDOT to ensure that any project recommendations that may be incorporated into their scope of work for planned improvements will be evaluated for efficiency and feasibility.
- Funding options will be explored to offset potential increases in cost estimates.
- Project recommendations should be vetted through NDOT's One Nevada process to determine priorities with competing projects.
- CAMPO staff will also coordinate internally with Carson City Public Works staff responsible for traffic signal maintenance to scope potential upgrades to the signal system along the US 50 corridor.



**View of US 50 toward the West.**

# **APPENDIX A**

## Traffic Analysis





## US 50 E Carson Street Timing Plan: AM Peak

## 1: US 50 E & I-580 Ramp HCM Signalized Intersection Capacity Analysis

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | SEL                                                                               | NWL                                                                               |
| Lane Configurations               |  |  |  |  |  |  |
| Traffic Volume (vph)              | 140                                                                               | 365                                                                               | 455                                                                               | 815                                                                               | 190                                                                               | 120                                                                               |
| Future Volume (vph)               | 140                                                                               | 365                                                                               | 455                                                                               | 815                                                                               | 190                                                                               | 120                                                                               |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Total Lost time (s)               | 11.3                                                                              | 7.4                                                                               | 10.7                                                                              | 6.8                                                                               | 11.4                                                                              | 12.2                                                                              |
| Lane Util. Factor                 | 0.97                                                                              | 0.91                                                                              | 0.97                                                                              | 0.91                                                                              | 0.97                                                                              | 0.97                                                                              |
| Frt                               | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Flt Protected                     | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              |
| Satd. Flow (prot)                 | 3242                                                                              | 4803                                                                              | 3367                                                                              | 4988                                                                              | 3502                                                                              | 3433                                                                              |
| Flt Permitted                     | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              |
| Satd. Flow (perm)                 | 3242                                                                              | 4803                                                                              | 3367                                                                              | 4988                                                                              | 3502                                                                              | 3433                                                                              |
| Peak-hour factor, PHF             | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              |
| Adj. Flow (vph)                   | 146                                                                               | 380                                                                               | 474                                                                               | 849                                                                               | 198                                                                               | 125                                                                               |
| RTOR Reduction (vph)              | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Lane Group Flow (vph)             | 146                                                                               | 380                                                                               | 474                                                                               | 849                                                                               | 198                                                                               | 125                                                                               |
| Heavy Vehicles (%)                | 8%                                                                                | 8%                                                                                | 4%                                                                                | 4%                                                                                | 0%                                                                                | 2%                                                                                |
| Turn Type                         | Prot                                                                              | NA                                                                                | Prot                                                                              | NA                                                                                | Prot                                                                              | Prot                                                                              |
| Protected Phases                  | 7                                                                                 | 4                                                                                 | 3                                                                                 | 8                                                                                 | 1                                                                                 | 5                                                                                 |
| Permitted Phases                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Actuated Green, G (s)             | 9.4                                                                               | 31.6                                                                              | 18.5                                                                              | 40.7                                                                              | 10.4                                                                              | 9.6                                                                               |
| Effective Green, g (s)            | 9.4                                                                               | 31.6                                                                              | 18.5                                                                              | 40.7                                                                              | 10.4                                                                              | 9.6                                                                               |
| Actuated g/C Ratio                | 0.10                                                                              | 0.35                                                                              | 0.21                                                                              | 0.45                                                                              | 0.12                                                                              | 0.11                                                                              |
| Clearance Time (s)                | 11.3                                                                              | 7.4                                                                               | 10.7                                                                              | 6.8                                                                               | 11.4                                                                              | 12.2                                                                              |
| Vehicle Extension (s)             | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |
| Lane Grp Cap (vph)                | 338                                                                               | 1686                                                                              | 692                                                                               | 2255                                                                              | 404                                                                               | 366                                                                               |
| v/s Ratio Prot                    | 0.05                                                                              | 0.08                                                                              | c0.14                                                                             | c0.17                                                                             | c0.06                                                                             | 0.04                                                                              |
| v/s Ratio Perm                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| v/c Ratio                         | 0.43                                                                              | 0.23                                                                              | 0.68                                                                              | 0.38                                                                              | 0.49                                                                              | 0.34                                                                              |
| Uniform Delay, d1                 | 37.8                                                                              | 20.6                                                                              | 33.1                                                                              | 16.3                                                                              | 37.3                                                                              | 37.3                                                                              |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Incremental Delay, d2             | 0.9                                                                               | 0.3                                                                               | 2.8                                                                               | 0.5                                                                               | 0.9                                                                               | 0.6                                                                               |
| Delay (s)                         | 38.7                                                                              | 20.9                                                                              | 35.9                                                                              | 16.8                                                                              | 38.3                                                                              | 37.8                                                                              |
| Level of Service                  | D                                                                                 | C                                                                                 | D                                                                                 | B                                                                                 | D                                                                                 | D                                                                                 |
| Approach Delay (s)                |                                                                                   | 25.8                                                                              |                                                                                   | 23.6                                                                              |                                                                                   |                                                                                   |
| Approach LOS                      |                                                                                   | C                                                                                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 2000 Control Delay            |                                                                                   | 26.3                                                                              |                                                                                   | HCM 2000 Level of Service                                                         |                                                                                   | C                                                                                 |
| HCM 2000 Volume to Capacity ratio |                                                                                   | 0.55                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Actuated Cycle Length (s)         |                                                                                   | 90.0                                                                              |                                                                                   | Sum of lost time (s)                                                              |                                                                                   | 30.3                                                                              |
| Intersection Capacity Utilization |                                                                                   | 50.8%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   | A                                                                                 |
| Analysis Period (min)             |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |



## US 50 E Carson Street Timing Plan: AM Peak

## 2: Lompa Lane & US 50 E HCM 6th Signalized Intersection Summary

|                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                              |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                                | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |                                                                                   |  |  |                                                                                    |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 35                                                                                | 635                                                                               | 80                                                                                | 15                                                                                | 1355                                                                              | 60                                                                                | 165                                                                               | 30                                                                                | 20                                                                                 | 30                                                                                  | 30                                                                                  | 105                                                                                 |
| Future Volume (veh/h)        | 35                                                                                | 635                                                                               | 80                                                                                | 15                                                                                | 1355                                                                              | 60                                                                                | 165                                                                               | 30                                                                                | 20                                                                                 | 30                                                                                  | 30                                                                                  | 105                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                    | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1796                                                                              | 1796                                                                              | 1796                                                                              | 1826                                                                              | 1826                                                                              | 1826                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h         | 38                                                                                | 683                                                                               | 0                                                                                 | 16                                                                                | 1457                                                                              | 65                                                                                | 177                                                                               | 32                                                                                | 22                                                                                 | 32                                                                                  | 32                                                                                  | 113                                                                                 |
| Peak Hour Factor             | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                               | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                |
| Percent Heavy Veh, %         | 7                                                                                 | 7                                                                                 | 7                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Cap, veh/h                   | 81                                                                                | 2955                                                                              |                                                                                   | 83                                                                                | 2947                                                                              | 131                                                                               | 271                                                                               | 243                                                                               | 167                                                                                | 358                                                                                 | 87                                                                                  | 306                                                                                 |
| Arrive On Green              | 0.05                                                                              | 0.60                                                                              | 0.00                                                                              | 0.05                                                                              | 0.60                                                                              | 0.60                                                                              | 0.24                                                                              | 0.24                                                                              | 0.24                                                                               | 0.24                                                                                | 0.24                                                                                | 0.24                                                                                |
| Sat Flow, veh/h              | 1711                                                                              | 4904                                                                              | 1522                                                                              | 1739                                                                              | 4892                                                                              | 218                                                                               | 1243                                                                              | 1033                                                                              | 710                                                                                | 1371                                                                                | 368                                                                                 | 1299                                                                                |
| Grp Volume(v), veh/h         | 38                                                                                | 683                                                                               | 0                                                                                 | 16                                                                                | 990                                                                               | 532                                                                               | 177                                                                               | 0                                                                                 | 54                                                                                 | 32                                                                                  | 0                                                                                   | 145                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1711                                                                              | 1635                                                                              | 1522                                                                              | 1739                                                                              | 1662                                                                              | 1787                                                                              | 1243                                                                              | 0                                                                                 | 1743                                                                               | 1371                                                                                | 0                                                                                   | 1666                                                                                |
| Q Serve(g_s), s              | 2.3                                                                               | 6.8                                                                               | 0.0                                                                               | 0.9                                                                               | 17.7                                                                              | 17.7                                                                              | 14.6                                                                              | 0.0                                                                               | 2.6                                                                                | 2.0                                                                                 | 0.0                                                                                 | 7.7                                                                                 |
| Cycle Q Clear(g_c), s        | 2.3                                                                               | 6.8                                                                               | 0.0                                                                               | 0.9                                                                               | 17.7                                                                              | 17.7                                                                              | 22.2                                                                              | 0.0                                                                               | 2.6                                                                                | 4.5                                                                                 | 0.0                                                                                 | 7.7                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.12                                                                              | 1.00                                                                              |                                                                                   | 0.41                                                                               | 1.00                                                                                |                                                                                     | 0.78                                                                                |
| Lane Grp Cap(c), veh/h       | 81                                                                                | 2955                                                                              |                                                                                   | 83                                                                                | 2002                                                                              | 1076                                                                              | 271                                                                               | 0                                                                                 | 411                                                                                | 358                                                                                 | 0                                                                                   | 393                                                                                 |
| V/C Ratio(X)                 | 0.47                                                                              | 0.23                                                                              |                                                                                   | 0.19                                                                              | 0.49                                                                              | 0.49                                                                              | 0.65                                                                              | 0.00                                                                              | 0.13                                                                               | 0.09                                                                                | 0.00                                                                                | 0.37                                                                                |
| Avail Cap(c_a), veh/h        | 261                                                                               | 2955                                                                              |                                                                                   | 265                                                                               | 2002                                                                              | 1076                                                                              | 463                                                                               | 0                                                                                 | 680                                                                                | 571                                                                                 | 0                                                                                   | 651                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                               | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 48.7                                                                              | 9.6                                                                               | 0.0                                                                               | 48.1                                                                              | 11.8                                                                              | 11.8                                                                              | 42.9                                                                              | 0.0                                                                               | 31.7                                                                               | 33.5                                                                                | 0.0                                                                                 | 33.6                                                                                |
| Incr Delay (d2), s/veh       | 1.5                                                                               | 0.2                                                                               | 0.0                                                                               | 0.4                                                                               | 0.9                                                                               | 1.6                                                                               | 1.4                                                                               | 0.0                                                                               | 0.1                                                                                | 0.1                                                                                 | 0.0                                                                                 | 0.3                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 1.0                                                                               | 2.2                                                                               | 0.0                                                                               | 0.4                                                                               | 5.9                                                                               | 6.6                                                                               | 4.5                                                                               | 0.0                                                                               | 1.1                                                                                | 0.7                                                                                 | 0.0                                                                                 | 3.1                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 50.2                                                                              | 9.8                                                                               | 0.0                                                                               | 48.5                                                                              | 12.7                                                                              | 13.4                                                                              | 44.4                                                                              | 0.0                                                                               | 31.7                                                                               | 33.5                                                                                | 0.0                                                                                 | 33.9                                                                                |
| LnGrp LOS                    | D                                                                                 | A                                                                                 |                                                                                   | D                                                                                 | B                                                                                 | B                                                                                 | D                                                                                 | A                                                                                 | C                                                                                  | C                                                                                   | A                                                                                   | C                                                                                   |
| Approach Vol, veh/h          | 721                                                                               |                                                                                   | A                                                                                 | 1538                                                                              |                                                                                   |                                                                                   | 231                                                                               |                                                                                   |                                                                                    | 177                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 12.0                                                                              |                                                                                   |                                                                                   | 13.3                                                                              |                                                                                   |                                                                                   | 41.4                                                                              |                                                                                   |                                                                                    | 33.8                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   | 3                                                                                 | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 7                                                                                 | 8                                                                                  |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 28.7                                                                              |                                                                                   | 9.0                                                                               | 67.3                                                                              |                                                                                   | 28.7                                                                              |                                                                                   | 9.0                                                                               | 67.3                                                                               |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                               |                                                                                   | 4.0                                                                               | 4.0                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 41.0                                                                              |                                                                                   | 16.0                                                                              | 36.0                                                                              |                                                                                   | 41.0                                                                              |                                                                                   | 16.0                                                                              | 36.0                                                                               |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 24.2                                                                              |                                                                                   | 2.9                                                                               | 8.8                                                                               |                                                                                   | 9.7                                                                               |                                                                                   | 4.3                                                                               | 19.7                                                                               |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.5                                                                               |                                                                                   | 0.0                                                                               | 3.7                                                                               |                                                                                   | 0.7                                                                               |                                                                                   | 0.0                                                                               | 7.4                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 16.7                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |



## US 50 E Carson Street Timing Plan: AM Peak

## 3: Airport Rd & US 50 E HCM 6th Signalized Intersection Summary

|                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                              |  |  |  |  |  |  |  |  |  |   |  |  |
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |                                                                                   |  |                                                                                   |  |  |  |
| Traffic Volume (veh/h)       | 45                                                                                | 560                                                                               | 80                                                                                | 20                                                                                | 1140                                                                              | 55                                                                                | 160                                                                               | 75                                                                                | 20                                                                                | 30                                                                                  | 65                                                                                  | 130                                                                                 |
| Future Volume (veh/h)        | 45                                                                                | 560                                                                               | 80                                                                                | 20                                                                                | 1140                                                                              | 55                                                                                | 160                                                                               | 75                                                                                | 20                                                                                | 30                                                                                  | 65                                                                                  | 130                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1781                                                                              | 1781                                                                              | 1781                                                                              | 1811                                                                              | 1811                                                                              | 1811                                                                              | 1885                                                                              | 1885                                                                              | 1885                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 49                                                                                | 615                                                                               | 88                                                                                | 22                                                                                | 1253                                                                              | 60                                                                                | 176                                                                               | 82                                                                                | 22                                                                                | 33                                                                                  | 71                                                                                  | 143                                                                                 |
| Peak Hour Factor             | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                |
| Percent Heavy Veh, %         | 8                                                                                 | 8                                                                                 | 8                                                                                 | 6                                                                                 | 6                                                                                 | 6                                                                                 | 1                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 62                                                                                | 695                                                                               | 310                                                                               | 851                                                                               | 2233                                                                              | 996                                                                               | 0                                                                                 | 104                                                                               | 28                                                                                | 47                                                                                  | 284                                                                                 | 241                                                                                 |
| Arrive On Green              | 0.04                                                                              | 0.21                                                                              | 0.21                                                                              | 0.49                                                                              | 0.65                                                                              | 0.65                                                                              | 0.00                                                                              | 0.07                                                                              | 0.07                                                                              | 0.03                                                                                | 0.15                                                                                | 0.15                                                                                |
| Sat Flow, veh/h              | 1697                                                                              | 3385                                                                              | 1510                                                                              | 1725                                                                              | 3441                                                                              | 1535                                                                              | 0                                                                                 | 1432                                                                              | 384                                                                               | 1781                                                                                | 1870                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 49                                                                                | 615                                                                               | 88                                                                                | 22                                                                                | 1253                                                                              | 60                                                                                | 0                                                                                 | 0                                                                                 | 104                                                                               | 33                                                                                  | 71                                                                                  | 143                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1697                                                                              | 1692                                                                              | 1510                                                                              | 1725                                                                              | 1721                                                                              | 1535                                                                              | 0                                                                                 | 0                                                                                 | 1816                                                                              | 1781                                                                                | 1870                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 3.9                                                                               | 24.0                                                                              | 6.3                                                                               | 0.9                                                                               | 27.3                                                                              | 1.2                                                                               | 0.0                                                                               | 0.0                                                                               | 7.7                                                                               | 2.5                                                                                 | 4.6                                                                                 | 11.4                                                                                |
| Cycle Q Clear(g_c), s        | 3.9                                                                               | 24.0                                                                              | 6.3                                                                               | 0.9                                                                               | 27.3                                                                              | 1.2                                                                               | 0.0                                                                               | 0.0                                                                               | 7.7                                                                               | 2.5                                                                                 | 4.6                                                                                 | 11.4                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 0.00                                                                              |                                                                                   | 0.21                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 62                                                                                | 695                                                                               | 310                                                                               | 851                                                                               | 2233                                                                              | 996                                                                               | 0                                                                                 | 0                                                                                 | 132                                                                               | 47                                                                                  | 284                                                                                 | 241                                                                                 |
| V/C Ratio(X)                 | 0.79                                                                              | 0.88                                                                              | 0.28                                                                              | 0.03                                                                              | 0.56                                                                              | 0.06                                                                              | 0.00                                                                              | 0.00                                                                              | 0.79                                                                              | 0.71                                                                                | 0.25                                                                                | 0.59                                                                                |
| Avail Cap(c_a), veh/h        | 155                                                                               | 851                                                                               | 380                                                                               | 851                                                                               | 2233                                                                              | 996                                                                               | 0                                                                                 | 0                                                                                 | 545                                                                               | 181                                                                                 | 561                                                                                 | 476                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 65.0                                                                              | 52.5                                                                              | 40.8                                                                              | 17.7                                                                              | 13.2                                                                              | 3.4                                                                               | 0.0                                                                               | 0.0                                                                               | 62.0                                                                              | 65.7                                                                                | 50.8                                                                                | 53.7                                                                                |
| Incr Delay (d2), s/veh       | 8.0                                                                               | 15.3                                                                              | 2.3                                                                               | 0.0                                                                               | 1.0                                                                               | 0.1                                                                               | 0.0                                                                               | 0.0                                                                               | 3.8                                                                               | 7.1                                                                                 | 0.2                                                                                 | 0.9                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 1.8                                                                               | 11.4                                                                              | 2.7                                                                               | 0.3                                                                               | 9.9                                                                               | 0.6                                                                               | 0.0                                                                               | 0.0                                                                               | 3.7                                                                               | 1.2                                                                                 | 2.1                                                                                 | 4.5                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 73.0                                                                              | 67.7                                                                              | 43.1                                                                              | 17.7                                                                              | 14.2                                                                              | 3.5                                                                               | 0.0                                                                               | 0.0                                                                               | 65.8                                                                              | 72.8                                                                                | 51.0                                                                                | 54.6                                                                                |
| LnGrp LOS                    | E                                                                                 | E                                                                                 | D                                                                                 | B                                                                                 | B                                                                                 | A                                                                                 | A                                                                                 | A                                                                                 | E                                                                                 | E                                                                                   | D                                                                                   | D                                                                                   |
| Approach Vol, veh/h          | 752                                                                               |                                                                                   | 1335                                                                              |                                                                                   |                                                                                   |                                                                                   | 104                                                                               |                                                                                   | 247                                                                               |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 65.2                                                                              |                                                                                   | 13.8                                                                              |                                                                                   |                                                                                   |                                                                                   | 65.8                                                                              |                                                                                   | 56.0                                                                              |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                 | E                                                                                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   | E                                                                                 |                                                                                   | E                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 0.8                                                                               | 17.1                                                                              | 74.4                                                                              | 33.7                                                                              | 0.0                                                                               | 27.9                                                                              | 12.6                                                                              | 95.6                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 7.2                                                                               | * 7.2                                                                             | 7.3                                                                               | 5.8                                                                               | 5.7                                                                               | * 7.2                                                                             | 7.6                                                                               | * 7.3                                                                             |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 41                                                                                | * 41                                                                              | 12.7                                                                              | 34.2                                                                              | 14.3                                                                              | * 41                                                                              | 12.4                                                                              | * 42                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+14), s | 14.5                                                                              | 9.7                                                                               | 2.9                                                                               | 26.0                                                                              | 0.0                                                                               | 13.4                                                                              | 5.9                                                                               | 29.3                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 0.3                                                                               | 0.0                                                                               | 2.0                                                                               | 0.0                                                                               | 0.3                                                                               | 0.0                                                                               | 5.3                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 36.1                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Notes                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |



## US 50 E Carson Street Timing Plan: AM Peak

## 4: US 50 E & Silver State Street HCM 6th TWSC

| Intersection             |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.4                                                                               |                                                                                   |                                                                                   |        |                                                                                   |      |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR  |
| Lane Configurations      |  |  |  |        |  |      |
| Traffic Vol, veh/h       | 15                                                                                | 595                                                                               | 1185                                                                              | 10     | 5                                                                                 | 30   |
| Future Vol, veh/h        | 15                                                                                | 595                                                                               | 1185                                                                              | 10     | 5                                                                                 | 30   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None   | -                                                                                 | None |
| Storage Length           | 380                                                                               | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -    |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -    |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -    |
| Peak Hour Factor         | 95                                                                                | 95                                                                                | 95                                                                                | 95     | 95                                                                                | 95   |
| Heavy Vehicles, %        | 8                                                                                 | 8                                                                                 | 6                                                                                 | 6      | 0                                                                                 | 0    |
| Mvmt Flow                | 16                                                                                | 626                                                                               | 1247                                                                              | 11     | 5                                                                                 | 32   |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |      |
| Major/Minor              | Major1                                                                            | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |      |
| Conflicting Flow All     | 1258                                                                              | 0                                                                                 | -                                                                                 | 0      | 1598                                                                              | 629  |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 1253                                                                              | -    |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 345                                                                               | -    |
| Critical Hdwy            | 4.26                                                                              | -                                                                                 | -                                                                                 | -      | 6.8                                                                               | 6.9  |
| Critical Hdwy Stg 1      | -                                                                                 | -                                                                                 | -                                                                                 | -      | 5.8                                                                               | -    |
| Critical Hdwy Stg 2      | -                                                                                 | -                                                                                 | -                                                                                 | -      | 5.8                                                                               | -    |
| Follow-up Hdwy           | 2.28                                                                              | -                                                                                 | -                                                                                 | -      | 3.5                                                                               | 3.3  |
| Pot Cap-1 Maneuver       | 517                                                                               | -                                                                                 | -                                                                                 | -      | 99                                                                                | 430  |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 236                                                                               | -    |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 694                                                                               | -    |
| Platoon blocked, %       |                                                                                   | -                                                                                 | -                                                                                 | -      |                                                                                   |      |
| Mov Cap-1 Maneuver       | 517                                                                               | -                                                                                 | -                                                                                 | -      | 96                                                                                | 430  |
| Mov Cap-2 Maneuver       | -                                                                                 | -                                                                                 | -                                                                                 | -      | 187                                                                               | -    |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 229                                                                               | -    |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 694                                                                               | -    |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |      |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |      |
| Approach                 | EB                                                                                | WB                                                                                |                                                                                   | SB     |                                                                                   |      |
| HCM Control Delay, s     | 0.3                                                                               | 0                                                                                 |                                                                                   | 16     |                                                                                   |      |
| HCM LOS                  | C                                                                                 |                                                                                   |                                                                                   |        |                                                                                   |      |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |      |
| Minor Lane/Major Mvmt    | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |      |
| Capacity (veh/h)         | 517                                                                               | -                                                                                 | -                                                                                 | -      | 363                                                                               |      |
| HCM Lane V/C Ratio       | 0.031                                                                             | -                                                                                 | -                                                                                 | -      | 0.101                                                                             |      |
| HCM Control Delay (s)    | 12.2                                                                              | -                                                                                 | -                                                                                 | -      | 16                                                                                |      |
| HCM Lane LOS             | B                                                                                 | -                                                                                 | -                                                                                 | -      | C                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0.1                                                                               | -                                                                                 | -                                                                                 | -      | 0.3                                                                               |      |



## US 50 E Carson Street Timing Plan: AM Peak

5: Brown St & US 50 E  
HCM 6th TWSC

### Intersection

Int Delay, s/veh 0.4

| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | ↑↑   |      | ↑    | ↑↑   | ↑↑   |      |
| Traffic Vol, veh/h       | 575  | 25   | 15   | 1165 | 30   | 5    |
| Future Vol, veh/h        | 575  | 25   | 15   | 1165 | 30   | 5    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | 50   | -    | 0    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 90   | 90   | 90   | 90   | 90   | 90   |
| Heavy Vehicles, %        | 9    | 9    | 7    | 7    | 3    | 3    |
| Mvmt Flow                | 639  | 28   | 17   | 1294 | 33   | 6    |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 667    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.24   |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.27   |
| Pot Cap-1 Maneuver   | -      | -      | 886    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 886    |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach             | EB | WB  | NB   |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0  | 0.1 | 18.7 |
| HCM LOS              |    |     | C    |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 301   | -   | -   | 886   | -   |
| HCM Lane V/C Ratio    | 0.129 | -   | -   | 0.019 | -   |
| HCM Control Delay (s) | 18.7  | -   | -   | 9.1   | -   |
| HCM Lane LOS          | C     | -   | -   | A     | -   |
| HCM 95th %tile Q(veh) | 0.4   | -   | -   | 0.1   | -   |



## US 50 E Carson Street Timing Plan: AM Peak

## 6: Fairview Drive & US 50 E HCM 6th Signalized Intersection Summary

| Movement                     | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|
| Lane Configurations          |       |       |       |       |       |       |      |      |      |      |      |      |
| Traffic Volume (veh/h)       | 45    | 495   | 40    | 355   | 990   | 320   | 130  | 180  | 205  | 160  | 100  | 60   |
| Future Volume (veh/h)        | 45    | 495   | 40    | 355   | 990   | 320   | 130  | 180  | 205  | 160  | 100  | 60   |
| Initial Q (Qb), veh          | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00  |       | 1.00  | 1.00  |       | 1.00  | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No    |       |       | No    |       |       | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1752  | 1752  | 1752  | 1841  | 1841  | 1841  | 1870 | 1870 | 1870 | 1781 | 1781 | 1781 |
| Adj Flow Rate, veh/h         | 48    | 532   | 0     | 382   | 1065  | 0     | 140  | 194  | 220  | 172  | 108  | 65   |
| Peak Hour Factor             | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, %         | 10    | 10    | 10    | 4     | 4     | 4     | 2    | 2    | 2    | 8    | 8    | 8    |
| Cap, veh/h                   | 61    | 1694  |       | 351   | 2022  |       | 161  | 294  | 249  | 221  | 284  | 160  |
| Arrive On Green              | 0.04  | 0.51  | 0.00  | 0.10  | 0.58  | 0.00  | 0.09 | 0.16 | 0.16 | 0.07 | 0.14 | 0.14 |
| Sat Flow, veh/h              | 1668  | 3328  | 1485  | 3401  | 3497  | 1560  | 1781 | 1870 | 1585 | 3291 | 2088 | 1175 |
| Grp Volume(v), veh/h         | 48    | 532   | 0     | 382   | 1065  | 0     | 140  | 194  | 220  | 172  | 86   | 87   |
| Grp Sat Flow(s),veh/h/ln     | 1668  | 1664  | 1485  | 1700  | 1749  | 1560  | 1781 | 1870 | 1585 | 1646 | 1692 | 1570 |
| Q Serve(g_s), s              | 4.5   | 14.8  | 0.0   | 16.3  | 29.2  | 0.0   | 12.3 | 15.4 | 21.5 | 8.1  | 7.3  | 8.0  |
| Cycle Q Clear(g_c), s        | 4.5   | 14.8  | 0.0   | 16.3  | 29.2  | 0.0   | 12.3 | 15.4 | 21.5 | 8.1  | 7.3  | 8.0  |
| Prop In Lane                 | 1.00  |       | 1.00  | 1.00  |       | 1.00  | 1.00 |      | 1.00 | 1.00 |      | 0.75 |
| Lane Grp Cap(c), veh/h       | 61    | 1694  |       | 351   | 2022  |       | 161  | 294  | 249  | 221  | 230  | 214  |
| V/C Ratio(X)                 | 0.79  | 0.31  |       | 1.09  | 0.53  |       | 0.87 | 0.66 | 0.88 | 0.78 | 0.37 | 0.41 |
| Avail Cap(c_a), veh/h        | 124   | 1694  |       | 351   | 2022  |       | 195  | 412  | 349  | 560  | 372  | 345  |
| HCM Platoon Ratio            | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00  | 1.00  | 0.00  | 1.00  | 1.00  | 0.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 75.5  | 22.7  | 0.0   | 70.8  | 20.2  | 0.0   | 70.9 | 62.6 | 65.2 | 72.6 | 62.1 | 62.4 |
| Incr Delay (d2), s/veh       | 20.1  | 0.5   | 0.0   | 73.9  | 1.0   | 0.0   | 27.8 | 2.5  | 17.4 | 5.9  | 1.0  | 1.2  |
| Initial Q Delay(d3),s/veh    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 2.3   | 5.8   | 0.0   | 10.6  | 11.7  | 0.0   | 6.8  | 7.5  | 9.7  | 3.6  | 3.2  | 3.3  |
| Unsig. Movement Delay, s/veh |       |       |       |       |       |       |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 95.6  | 23.2  | 0.0   | 144.8 | 21.2  | 0.0   | 98.7 | 65.2 | 82.5 | 78.5 | 63.1 | 63.7 |
| LnGrp LOS                    | F     | C     |       | F     | C     |       | F    | E    | F    | E    | E    | E    |
| Approach Vol, veh/h          | 580   |       |       | 1447  |       |       | 554  |      |      | 345  |      |      |
| Approach Delay, s/veh        | 29.2  |       |       | 53.8  |       |       | 80.5 |      |      | 70.9 |      |      |
| Approach LOS                 | C     |       |       | D     |       |       | F    |      |      | E    |      |      |
| Timer - Assigned Phs         | 1     | 2     | 3     | 4     | 5     | 6     | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 16.7  | 30.1  | 25.0  | 86.2  | 20.0  | 26.8  | 14.0 | 97.2 |      |      |      |      |
| Change Period (Y+Rc), s      | * 6.1 | * 5.3 | * 8.7 | 5.8   | * 5.7 | * 5.3 | 8.3  | 5.8  |      |      |      |      |
| Max Green Setting (Gmax), s  | * 27  | * 35  | * 16  | 54.2  | * 17  | * 35  | 11.7 | 44.2 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 10.1  | 23.5  | 18.3  | 16.8  | 14.3  | 10.0  | 6.5  | 31.2 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.5   | 1.3   | 0.0   | 3.6   | 0.1   | 0.9   | 0.0  | 5.7  |      |      |      |      |

### Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 56.0 |
| HCM 6th LOS        | E    |

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



## US 50 E Carson Street Timing Plan: AM Peak

7: US 50 E & Sherman Lane  
HCM 6th TWSC

| Intersection             |        |        |      |        |       |      |
|--------------------------|--------|--------|------|--------|-------|------|
| Int Delay, s/veh         | 0.5    |        |      |        |       |      |
| Movement                 | EBL    | EBT    | WBT  | WBR    | SBL   | SBR  |
| Lane Configurations      |        | ↕↕     | ↕↕   |        | ↕↕    |      |
| Traffic Vol, veh/h       | 5      | 855    | 1635 | 25     | 5     | 30   |
| Future Vol, veh/h        | 5      | 855    | 1635 | 25     | 5     | 30   |
| Conflicting Peds, #/hr   | 0      | 0      | 0    | 0      | 0     | 0    |
| Sign Control             | Free   | Free   | Free | Free   | Stop  | Stop |
| RT Channelized           | -      | None   | -    | None   | -     | None |
| Storage Length           | -      | -      | -    | -      | 0     | -    |
| Veh in Median Storage, # | -      | 0      | 0    | -      | 0     | -    |
| Grade, %                 | -      | 0      | 0    | -      | 0     | -    |
| Peak Hour Factor         | 93     | 93     | 93   | 93     | 93    | 93   |
| Heavy Vehicles, %        | 8      | 8      | 7    | 7      | 0     | 0    |
| Mvmt Flow                | 5      | 919    | 1758 | 27     | 5     | 32   |
|                          |        |        |      |        |       |      |
| Major/Minor              | Major1 | Major2 |      | Minor2 |       |      |
| Conflicting Flow All     | 1785   | 0      | -    | 0      | 2242  | 893  |
| Stage 1                  | -      | -      | -    | -      | 1772  | -    |
| Stage 2                  | -      | -      | -    | -      | 470   | -    |
| Critical Hdwy            | 4.26   | -      | -    | -      | 6.8   | 6.9  |
| Critical Hdwy Stg 1      | -      | -      | -    | -      | 5.8   | -    |
| Critical Hdwy Stg 2      | -      | -      | -    | -      | 5.8   | -    |
| Follow-up Hdwy           | 2.28   | -      | -    | -      | 3.5   | 3.3  |
| Pot Cap-1 Maneuver       | 319    | -      | -    | -      | 37    | 289  |
| Stage 1                  | -      | -      | -    | -      | 124   | -    |
| Stage 2                  | -      | -      | -    | -      | 601   | -    |
| Platoon blocked, %       |        | -      | -    | -      |       |      |
| Mov Cap-1 Maneuver       | 319    | -      | -    | -      | 36    | 289  |
| Mov Cap-2 Maneuver       | -      | -      | -    | -      | 100   | -    |
| Stage 1                  | -      | -      | -    | -      | 120   | -    |
| Stage 2                  | -      | -      | -    | -      | 601   | -    |
|                          |        |        |      |        |       |      |
|                          |        |        |      |        |       |      |
| Approach                 | EB     | WB     |      | SB     |       |      |
| HCM Control Delay, s     | 0.4    | 0      |      | 23.9   |       |      |
| HCM LOS                  | C      |        |      |        |       |      |
|                          |        |        |      |        |       |      |
| Minor Lane/Major Mvmt    | EBL    | EBT    | WBT  | WBR    | SBLn1 |      |
| Capacity (veh/h)         | 319    | -      | -    | -      | 228   |      |
| HCM Lane V/C Ratio       | 0.017  | -      | -    | -      | 0.165 |      |
| HCM Control Delay (s)    | 16.5   | 0.3    | -    | -      | 23.9  |      |
| HCM Lane LOS             | C      | A      | -    | -      | C     |      |
| HCM 95th %tile Q(veh)    | 0.1    | -      | -    | -      | 0.6   |      |



## US 50 E Carson Street Timing Plan: AM Peak

8: Empire Ranch Road & US 50 E  
HCM 6th TWSC

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.6  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      | ↰    | ↰↱   |      | ↰    | ↰↱   |      |      | ↱    |      |      | ↱    |      |
| Traffic Vol, veh/h       | 5    | 845  | 10   | 5    | 1640 | 5    | 10   | 5    | 5    | 5    | 5    | 10   |
| Future Vol, veh/h        | 5    | 845  | 10   | 5    | 1640 | 5    | 10   | 5    | 5    | 5    | 5    | 10   |
| 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           | 50   | -    | -    | 50   | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 95   | 95   | 95   | 95   | 95   | 95   | 95   | 95   | 95   | 95   | 95   | 95   |
| Heavy Vehicles, %        | 8    | 8    | 8    | 5    | 5    | 5    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 5    | 889  | 11   | 5    | 1726 | 5    | 11   | 5    | 5    | 5    | 5    | 11   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |      |     | Minor2 |      |     |
|----------------------|--------|---|---|--------|---|---|--------|------|-----|--------|------|-----|
| Conflicting Flow All | 1731   | 0 | 0 | 900    | 0 | 0 | 1781   | 2646 | 450 | 2196   | 2649 | 866 |
| Stage 1              | -      | - | - | -      | - | - | 905    | 905  | -   | 1739   | 1739 | -   |
| Stage 2              | -      | - | - | -      | - | - | 876    | 1741 | -   | 457    | 910  | -   |
| Critical Hdwy        | 4.26   | - | - | 4.2    | - | - | 7.5    | 6.5  | 6.9 | 7.5    | 6.5  | 6.9 |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.5    | 5.5  | -   | 6.5    | 5.5  | -   |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.5    | 5.5  | -   | 6.5    | 5.5  | -   |
| Follow-up Hdwy       | 2.28   | - | - | 2.25   | - | - | 3.5    | 4    | 3.3 | 3.5    | 4    | 3.3 |
| Pot Cap-1 Maneuver   | 335    | - | - | 732    | - | - | 53     | 24   | 562 | 26     | 23   | 301 |
| Stage 1              | -      | - | - | -      | - | - | 302    | 358  | -   | 92     | 143  | -   |
| Stage 2              | -      | - | - | -      | - | - | 314    | 142  | -   | 558    | 356  | -   |
| Platoon blocked, %   |        | - | - |        | - | - |        |      |     |        |      |     |
| Mov Cap-1 Maneuver   | 335    | - | - | 732    | - | - | 41     | 23   | 562 | 21     | 22   | 301 |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 41     | 23   | -   | 21     | 22   | -   |
| Stage 1              | -      | - | - | -      | - | - | 297    | 353  | -   | 91     | 142  | -   |
| Stage 2              | -      | - | - | -      | - | - | 290    | 141  | -   | 536    | 351  | -   |

| Approach             | EB  | WB | NB    | SB    |
|----------------------|-----|----|-------|-------|
| HCM Control Delay, s | 0.1 | 0  | 151.7 | 169.2 |
| HCM LOS              |     |    | F     | F     |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 43    | 335   | -   | -   | 732   | -   | -   | 40    |
| HCM Lane V/C Ratio    | 0.49  | 0.016 | -   | -   | 0.007 | -   | -   | 0.526 |
| HCM Control Delay (s) | 151.7 | 15.9  | -   | -   | 10    | -   | -   | 169.2 |
| HCM Lane LOS          | F     | C     | -   | -   | A     | -   | -   | F     |
| HCM 95th %tile Q(veh) | 1.8   | 0     | -   | -   | 0     | -   | -   | 1.9   |



## US 50 E Carson Street Timing Plan: AM Peak

9: US 50 E & Nye Lane  
HCM 6th TWSC

| Intersection             |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.6                                                                               |                                                                                   |                                                                                   |        |                                                                                   |      |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR  |
| Lane Configurations      |  |  |  |        |  |      |
| Traffic Vol, veh/h       | 55                                                                                | 800                                                                               | 1635                                                                              | 10     | 5                                                                                 | 15   |
| Future Vol, veh/h        | 55                                                                                | 800                                                                               | 1635                                                                              | 10     | 5                                                                                 | 15   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None   | -                                                                                 | None |
| Storage Length           | 25                                                                                | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -    |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -    |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -    |
| Peak Hour Factor         | 91                                                                                | 91                                                                                | 91                                                                                | 91     | 91                                                                                | 91   |
| Heavy Vehicles, %        | 8                                                                                 | 8                                                                                 | 6                                                                                 | 6      | 0                                                                                 | 0    |
| Mvmt Flow                | 60                                                                                | 879                                                                               | 1797                                                                              | 11     | 5                                                                                 | 16   |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |      |
| Major/Minor              | Major1                                                                            | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |      |
| Conflicting Flow All     | 1808                                                                              | 0                                                                                 | -                                                                                 | 0      | 2363                                                                              | 904  |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 1803                                                                              | -    |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 560                                                                               | -    |
| Critical Hdwy            | 4.26                                                                              | -                                                                                 | -                                                                                 | -      | 6.8                                                                               | 6.9  |
| Critical Hdwy Stg 1      | -                                                                                 | -                                                                                 | -                                                                                 | -      | 5.8                                                                               | -    |
| Critical Hdwy Stg 2      | -                                                                                 | -                                                                                 | -                                                                                 | -      | 5.8                                                                               | -    |
| Follow-up Hdwy           | 2.28                                                                              | -                                                                                 | -                                                                                 | -      | 3.5                                                                               | 3.3  |
| Pot Cap-1 Maneuver       | 312                                                                               | -                                                                                 | -                                                                                 | -      | 30                                                                                | 284  |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 119                                                                               | -    |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 541                                                                               | -    |
| Platoon blocked, %       |                                                                                   | -                                                                                 | -                                                                                 | -      |                                                                                   |      |
| Mov Cap-1 Maneuver       | 312                                                                               | -                                                                                 | -                                                                                 | -      | 24                                                                                | 284  |
| Mov Cap-2 Maneuver       | -                                                                                 | -                                                                                 | -                                                                                 | -      | 80                                                                                | -    |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 96                                                                                | -    |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 541                                                                               | -    |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |      |
| Approach                 | EB                                                                                | WB                                                                                |                                                                                   | SB     |                                                                                   |      |
| HCM Control Delay, s     | 1.2                                                                               | 0                                                                                 |                                                                                   | 28.8   |                                                                                   |      |
| HCM LOS                  | D                                                                                 |                                                                                   |                                                                                   |        |                                                                                   |      |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |      |
| Minor Lane/Major Mvmt    | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |      |
| Capacity (veh/h)         | 312                                                                               | -                                                                                 | -                                                                                 | -      | 173                                                                               |      |
| HCM Lane V/C Ratio       | 0.194                                                                             | -                                                                                 | -                                                                                 | -      | 0.127                                                                             |      |
| HCM Control Delay (s)    | 19.3                                                                              | -                                                                                 | -                                                                                 | -      | 28.8                                                                              |      |
| HCM Lane LOS             | C                                                                                 | -                                                                                 | -                                                                                 | -      | D                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0.7                                                                               | -                                                                                 | -                                                                                 | -      | 0.4                                                                               |      |



## US 50 E Carson Street Timing Plan: AM Peak

## 10: N Deer Run Rd/Arrowhead Drive & US 50 E HCM 6th Signalized Intersection Summary

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 20                                                                                | 670                                                                               | 115                                                                               | 15                                                                                | 1610                                                                              | 225                                                                               | 30                                                                                 | 10                                                                                  | 5                                                                                   | 35                                                                                  | 5                                                                                   | 5                                                                                   |
| Future Volume (veh/h)        | 20                                                                                | 670                                                                               | 115                                                                               | 15                                                                                | 1610                                                                              | 225                                                                               | 30                                                                                 | 10                                                                                  | 5                                                                                   | 35                                                                                  | 5                                                                                   | 5                                                                                   |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1737                                                                              | 1737                                                                              | 1737                                                                              | 1826                                                                              | 1826                                                                              | 1826                                                                              | 1441                                                                               | 1441                                                                                | 1441                                                                                | 1781                                                                                | 1781                                                                                | 1781                                                                                |
| Adj Flow Rate, veh/h         | 22                                                                                | 744                                                                               | 128                                                                               | 17                                                                                | 1789                                                                              | 250                                                                               | 33                                                                                 | 11                                                                                  | 6                                                                                   | 39                                                                                  | 6                                                                                   | 6                                                                                   |
| Peak Hour Factor             | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                               | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Percent Heavy Veh, %         | 11                                                                                | 11                                                                                | 11                                                                                | 5                                                                                 | 5                                                                                 | 5                                                                                 | 31                                                                                 | 31                                                                                  | 31                                                                                  | 8                                                                                   | 8                                                                                   | 8                                                                                   |
| Cap, veh/h                   | 35                                                                                | 2482                                                                              | 1107                                                                              | 31                                                                                | 2307                                                                              | 315                                                                               | 110                                                                                | 49                                                                                  | 27                                                                                  | 116                                                                                 | 46                                                                                  | 46                                                                                  |
| Arrive On Green              | 0.02                                                                              | 0.75                                                                              | 0.75                                                                              | 0.02                                                                              | 0.75                                                                              | 0.75                                                                              | 0.06                                                                               | 0.06                                                                                | 0.06                                                                                | 0.06                                                                                | 0.06                                                                                | 0.06                                                                                |
| Sat Flow, veh/h              | 1654                                                                              | 3300                                                                              | 1472                                                                              | 1739                                                                              | 3067                                                                              | 419                                                                               | 1080                                                                               | 876                                                                                 | 478                                                                                 | 1330                                                                                | 817                                                                                 | 817                                                                                 |
| Grp Volume(v), veh/h         | 22                                                                                | 744                                                                               | 128                                                                               | 17                                                                                | 993                                                                               | 1046                                                                              | 33                                                                                 | 0                                                                                   | 17                                                                                  | 39                                                                                  | 0                                                                                   | 12                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1654                                                                              | 1650                                                                              | 1472                                                                              | 1739                                                                              | 1735                                                                              | 1751                                                                              | 1080                                                                               | 0                                                                                   | 1355                                                                                | 1330                                                                                | 0                                                                                   | 1634                                                                                |
| Q Serve(g_s), s              | 1.6                                                                               | 9.0                                                                               | 3.0                                                                               | 1.2                                                                               | 41.5                                                                              | 45.9                                                                              | 3.7                                                                                | 0.0                                                                                 | 1.5                                                                                 | 3.6                                                                                 | 0.0                                                                                 | 0.9                                                                                 |
| Cycle Q Clear(g_c), s        | 1.6                                                                               | 9.0                                                                               | 3.0                                                                               | 1.2                                                                               | 41.5                                                                              | 45.9                                                                              | 4.6                                                                                | 0.0                                                                                 | 1.5                                                                                 | 5.1                                                                                 | 0.0                                                                                 | 0.9                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.24                                                                              | 1.00                                                                               |                                                                                     | 0.35                                                                                | 1.00                                                                                |                                                                                     | 0.50                                                                                |
| Lane Grp Cap(c), veh/h       | 35                                                                                | 2482                                                                              | 1107                                                                              | 31                                                                                | 1305                                                                              | 1317                                                                              | 110                                                                                | 0                                                                                   | 76                                                                                  | 116                                                                                 | 0                                                                                   | 91                                                                                  |
| V/C Ratio(X)                 | 0.62                                                                              | 0.30                                                                              | 0.12                                                                              | 0.55                                                                              | 0.76                                                                              | 0.79                                                                              | 0.30                                                                               | 0.00                                                                                | 0.22                                                                                | 0.34                                                                                | 0.00                                                                                | 0.13                                                                                |
| Avail Cap(c_a), veh/h        | 172                                                                               | 2482                                                                              | 1107                                                                              | 104                                                                               | 1305                                                                              | 1317                                                                              | 374                                                                                | 0                                                                                   | 406                                                                                 | 441                                                                                 | 0                                                                                   | 490                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 60.7                                                                              | 5.0                                                                               | 4.2                                                                               | 60.9                                                                              | 9.0                                                                               | 9.5                                                                               | 58.3                                                                               | 0.0                                                                                 | 56.4                                                                                | 58.9                                                                                | 0.0                                                                                 | 56.1                                                                                |
| Incr Delay (d2), s/veh       | 6.5                                                                               | 0.3                                                                               | 0.2                                                                               | 5.5                                                                               | 4.2                                                                               | 5.0                                                                               | 0.6                                                                                | 0.0                                                                                 | 0.6                                                                                 | 0.6                                                                                 | 0.0                                                                                 | 0.2                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.7                                                                               | 2.3                                                                               | 0.7                                                                               | 0.6                                                                               | 12.2                                                                              | 13.8                                                                              | 1.1                                                                                | 0.0                                                                                 | 0.5                                                                                 | 1.2                                                                                 | 0.0                                                                                 | 0.4                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 67.2                                                                              | 5.3                                                                               | 4.4                                                                               | 66.4                                                                              | 13.2                                                                              | 14.5                                                                              | 58.9                                                                               | 0.0                                                                                 | 57.0                                                                                | 59.5                                                                                | 0.0                                                                                 | 56.4                                                                                |
| LnGrp LOS                    | E                                                                                 | A                                                                                 | A                                                                                 | E                                                                                 | B                                                                                 | B                                                                                 | E                                                                                  | A                                                                                   | E                                                                                   | E                                                                                   | A                                                                                   | E                                                                                   |
| Approach Vol, veh/h          | 894                                                                               |                                                                                   |                                                                                   | 2056                                                                              |                                                                                   |                                                                                   | 50                                                                                 |                                                                                     |                                                                                     | 51                                                                                  |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 6.7                                                                               |                                                                                   |                                                                                   | 14.3                                                                              |                                                                                   |                                                                                   | 58.2                                                                               |                                                                                     |                                                                                     | 58.8                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | A                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | E                                                                                  |                                                                                     |                                                                                     | E                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   | 3                                                                                 | 4                                                                                 |                                                                                   | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 14.5                                                                              |                                                                                   | 9.7                                                                               | 100.8                                                                             |                                                                                   | 14.5                                                                              | 9.7                                                                                | 100.9                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | * 7.5                                                                             |                                                                                   | * 7.5                                                                             | * 6.8                                                                             |                                                                                   | * 7.5                                                                             | 7.0                                                                                | 6.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | * 38                                                                              |                                                                                   | * 7.5                                                                             | * 54                                                                              |                                                                                   | * 38                                                                              | 13.0                                                                               | 53.2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 6.6                                                                               |                                                                                   | 3.2                                                                               | 11.0                                                                              |                                                                                   | 7.1                                                                               | 3.6                                                                                | 47.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.1                                                                               |                                                                                   | 0.0                                                                               | 3.1                                                                               |                                                                                   | 0.1                                                                               | 0.0                                                                                | 3.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 13.5                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



US 50 E Carson Street  
Timing Plan: AM Peak

11: US 50 E & Flint Rd  
HCM 6th TWSC

## Intersection

Int Delay, s/veh 0.1

| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | W    |      | W    | W    | W    | W    |
| Traffic Vol, veh/h       | 5    | 5    | 690  | 20   | 5    | 1845 |
| Future Vol, veh/h        | 5    | 5    | 690  | 20   | 5    | 1845 |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | Stop | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | 300  | 350  | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 89   | 89   | 89   | 89   | 89   | 89   |
| Heavy Vehicles, %        | 4    | 4    | 8    | 8    | 11   | 11   |
| Mvmt Flow                | 6    | 6    | 775  | 22   | 6    | 2073 |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 1824   | 388    | 0      |
| Stage 1              | 775    | -      | -      |
| Stage 2              | 1049   | -      | -      |
| Critical Hdwy        | 6.88   | 6.98   | -      |
| Critical Hdwy Stg 1  | 5.88   | -      | -      |
| Critical Hdwy Stg 2  | 5.88   | -      | -      |
| Follow-up Hdwy       | 3.54   | 3.34   | -      |
| Pot Cap-1 Maneuver   | 67     | 605    | -      |
| Stage 1              | 410    | -      | -      |
| Stage 2              | 294    | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | 66     | 605    | -      |
| Mov Cap-2 Maneuver   | 66     | -      | -      |
| Stage 1              | 410    | -      | -      |
| Stage 2              | 292    | -      | -      |

| Approach             | WB   | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 34.8 | 0  | 0  |
| HCM LOS              | D    |    |    |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 132   | 765   |
| HCM Lane V/C Ratio    | -   | -        | 0.085 | 0.007 |
| HCM Control Delay (s) | -   | -        | 34.8  | 9.7   |
| HCM Lane LOS          | -   | -        | D     | A     |
| HCM 95th %tile Q(veh) | -   | -        | 0.3   | 0     |



## US 50 E Carson Street Timing Plan: AM Peak

12: US 50 E & Linehan Road  
HCM 6th TWSC

### Intersection

Int Delay, s/veh 2.7

| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 20   | 675  | 1830 | 5    | 5    | 20   |
| Future Vol, veh/h        | 20   | 675  | 1830 | 5    | 5    | 20   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 200  | -    | -    | 260  | 0    | -    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 86   | 86   | 86   | 86   | 86   | 86   |
| Heavy Vehicles, %        | 8    | 8    | 3    | 3    | 56   | 56   |
| Mvmt Flow                | 23   | 785  | 2128 | 6    | 6    | 23   |

| Major/Minor          | Major1 | Major2 | Minor2      |
|----------------------|--------|--------|-------------|
| Conflicting Flow All | 2134   | 0      | 0 2567 1064 |
| Stage 1              | -      | -      | - 2128 -    |
| Stage 2              | -      | -      | - 439 -     |
| Critical Hdwy        | 4.26   | -      | - 7.92 8.02 |
| Critical Hdwy Stg 1  | -      | -      | - 6.92 -    |
| Critical Hdwy Stg 2  | -      | -      | - 6.92 -    |
| Follow-up Hdwy       | 2.28   | -      | - 4.06 3.86 |
| Pot Cap-1 Maneuver   | 230    | -      | - 10 146    |
| Stage 1              | -      | -      | - 39 -      |
| Stage 2              | -      | -      | - 483 -     |
| Platoon blocked, %   | -      | -      | -           |
| Mov Cap-1 Maneuver   | 230    | -      | - 9 146     |
| Mov Cap-2 Maneuver   | -      | -      | - 9 -       |
| Stage 1              | -      | -      | - 35 -      |
| Stage 2              | -      | -      | - 483 -     |

| Approach             | EB  | WB | SB    |
|----------------------|-----|----|-------|
| HCM Control Delay, s | 0.6 | 0  | 257.2 |
| HCM LOS              |     |    | F     |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 230   | -   | -   | -   | 36    |
| HCM Lane V/C Ratio    | 0.101 | -   | -   | -   | 0.807 |
| HCM Control Delay (s) | 22.4  | -   | -   | -   | 257.2 |
| HCM Lane LOS          | C     | -   | -   | -   | F     |
| HCM 95th %tile Q(veh) | 0.3   | -   | -   | -   | 2.9   |



## US 50 E Carson Street Timing Plan: AM Peak

13: US 50 E & Red Rock Road  
HCM 6th TWSC

### Intersection

Int Delay, s/veh 1

### Movement

|                          | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 25   | 655  | 1775 | 15   | 5    | 60   |
| Future Vol, veh/h        | 25   | 655  | 1775 | 15   | 5    | 60   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 390  | -    | -    | 0    | 0    | -    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 89   | 89   | 89   | 89   | 89   | 89   |
| Heavy Vehicles, %        | 9    | 9    | 3    | 3    | 0    | 0    |
| Mvmt Flow                | 28   | 736  | 1994 | 17   | 6    | 67   |

### Major/Minor

|                      | Major1 | Major2 | Minor2     |
|----------------------|--------|--------|------------|
| Conflicting Flow All | 2011   | 0      | 0 2418 997 |
| Stage 1              | -      | -      | - 1994 -   |
| Stage 2              | -      | -      | - 424 -    |
| Critical Hdwy        | 4.28   | -      | - 6.8 6.9  |
| Critical Hdwy Stg 1  | -      | -      | - 5.8 -    |
| Critical Hdwy Stg 2  | -      | -      | - 5.8 -    |
| Follow-up Hdwy       | 2.29   | -      | - 3.5 3.3  |
| Pot Cap-1 Maneuver   | 255    | -      | - 28 246   |
| Stage 1              | -      | -      | - 94 -     |
| Stage 2              | -      | -      | - 634 -    |
| Platoon blocked, %   | -      | -      | -          |
| Mov Cap-1 Maneuver   | 255    | -      | - 25 246   |
| Mov Cap-2 Maneuver   | -      | -      | - 72 -     |
| Stage 1              | -      | -      | - 84 -     |
| Stage 2              | -      | -      | - 634 -    |

### Approach

|                      | EB  | WB | SB   |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.8 | 0  | 31.6 |
| HCM LOS              |     |    | D    |

### Minor Lane/Major Mvmt

|                       | EBL  | EBT | WBT | WBR | SBLn1 |
|-----------------------|------|-----|-----|-----|-------|
| Capacity (veh/h)      | 255  | -   | -   | -   | 207   |
| HCM Lane V/C Ratio    | 0.11 | -   | -   | -   | 0.353 |
| HCM Control Delay (s) | 20.9 | -   | -   | -   | 31.6  |
| HCM Lane LOS          | C    | -   | -   | -   | D     |
| HCM 95th %tile Q(veh) | 0.4  | -   | -   | -   | 1.5   |



## US 50 E Carson Street Timing Plan: AM Peak

14: Highlands Drive & US 50 E  
HCM 6th TWSC

| Intersection             |        |      |        |       |        |      |
|--------------------------|--------|------|--------|-------|--------|------|
| Int Delay, s/veh         | 1.1    |      |        |       |        |      |
| Movement                 | EBT    | EBR  | WBL    | WBT   | NBL    | NBR  |
| Lane Configurations      | ↑↑     | ↗    | ↘      | ↑↑    | ↘↗     |      |
| Traffic Vol, veh/h       | 645    | 15   | 5      | 1715  | 75     | 15   |
| Future Vol, veh/h        | 645    | 15   | 5      | 1715  | 75     | 15   |
| Conflicting Peds, #/hr   | 0      | 0    | 0      | 0     | 0      | 0    |
| Sign Control             | Free   | Free | Free   | Free  | Stop   | Stop |
| RT Channelized           | -      | None | -      | None  | -      | None |
| Storage Length           | -      | 0    | 25     | -     | 0      | -    |
| Veh in Median Storage, # | 0      | -    | -      | 0     | 0      | -    |
| Grade, %                 | 0      | -    | -      | 0     | 0      | -    |
| Peak Hour Factor         | 90     | 90   | 90     | 90    | 90     | 90   |
| Heavy Vehicles, %        | 9      | 9    | 3      | 3     | 0      | 0    |
| Mvmt Flow                | 717    | 17   | 6      | 1906  | 83     | 17   |
|                          |        |      |        |       |        |      |
| Major/Minor              | Major1 |      | Major2 |       | Minor1 |      |
| Conflicting Flow All     | 0      | 0    | 734    | 0     | 1682   | 359  |
| Stage 1                  | -      | -    | -      | -     | 717    | -    |
| Stage 2                  | -      | -    | -      | -     | 965    | -    |
| Critical Hdwy            | -      | -    | 4.16   | -     | 6.8    | 6.9  |
| Critical Hdwy Stg 1      | -      | -    | -      | -     | 5.8    | -    |
| Critical Hdwy Stg 2      | -      | -    | -      | -     | 5.8    | -    |
| Follow-up Hdwy           | -      | -    | 2.23   | -     | 3.5    | 3.3  |
| Pot Cap-1 Maneuver       | -      | -    | 860    | -     | 87     | 643  |
| Stage 1                  | -      | -    | -      | -     | 450    | -    |
| Stage 2                  | -      | -    | -      | -     | 335    | -    |
| Platoon blocked, %       | -      | -    |        | -     |        |      |
| Mov Cap-1 Maneuver       | -      | -    | 860    | -     | 86     | 643  |
| Mov Cap-2 Maneuver       | -      | -    | -      | -     | 213    | -    |
| Stage 1                  | -      | -    | -      | -     | 450    | -    |
| Stage 2                  | -      | -    | -      | -     | 333    | -    |
|                          |        |      |        |       |        |      |
|                          |        |      |        |       |        |      |
| Approach                 | EB     |      | WB     |       | NB     |      |
| HCM Control Delay, s     | 0      |      | 0      |       | 30.3   |      |
| HCM LOS                  |        |      |        |       | D      |      |
|                          |        |      |        |       |        |      |
|                          |        |      |        |       |        |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBT  | EBR    | WBL   | WBT    |      |
| Capacity (veh/h)         | 240    | -    | -      | 860   | -      |      |
| HCM Lane V/C Ratio       | 0.417  | -    | -      | 0.006 | -      |      |
| HCM Control Delay (s)    | 30.3   | -    | -      | 9.2   | -      |      |
| HCM Lane LOS             | D      | -    | -      | A     | -      |      |
| HCM 95th %tile Q(veh)    | 1.9    | -    | -      | 0     | -      |      |



## US 50 E Carson Street Timing Plan: PM Peak

## 1: US 50 E & I-580 Ramp HCM Signalized Intersection Capacity Analysis

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | SEL                                                                               | NWL                                                                               |
| Lane Configurations               |  |  |  |  |  |  |
| Traffic Volume (vph)              | 220                                                                               | 820                                                                               | 325                                                                               | 655                                                                               | 360                                                                               | 160                                                                               |
| Future Volume (vph)               | 220                                                                               | 820                                                                               | 325                                                                               | 655                                                                               | 360                                                                               | 160                                                                               |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Total Lost time (s)               | 11.3                                                                              | 7.4                                                                               | 10.7                                                                              | 6.8                                                                               | 11.4                                                                              | 12.2                                                                              |
| Lane Util. Factor                 | 0.97                                                                              | 0.91                                                                              | 0.97                                                                              | 0.91                                                                              | 0.97                                                                              | 0.97                                                                              |
| Frt                               | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Flt Protected                     | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              |
| Satd. Flow (prot)                 | 3433                                                                              | 5085                                                                              | 3433                                                                              | 5085                                                                              | 3502                                                                              | 3502                                                                              |
| Flt Permitted                     | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              |
| Satd. Flow (perm)                 | 3433                                                                              | 5085                                                                              | 3433                                                                              | 5085                                                                              | 3502                                                                              | 3502                                                                              |
| Peak-hour factor, PHF             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Adj. Flow (vph)                   | 239                                                                               | 891                                                                               | 353                                                                               | 712                                                                               | 391                                                                               | 174                                                                               |
| RTOR Reduction (vph)              | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Lane Group Flow (vph)             | 239                                                                               | 891                                                                               | 353                                                                               | 712                                                                               | 391                                                                               | 174                                                                               |
| Heavy Vehicles (%)                | 2%                                                                                | 2%                                                                                | 2%                                                                                | 2%                                                                                | 0%                                                                                | 0%                                                                                |
| Turn Type                         | Prot                                                                              | NA                                                                                | Prot                                                                              | NA                                                                                | Prot                                                                              | Prot                                                                              |
| Protected Phases                  | 7                                                                                 | 4                                                                                 | 3                                                                                 | 8                                                                                 | 1                                                                                 | 5                                                                                 |
| Permitted Phases                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Actuated Green, G (s)             | 11.3                                                                              | 31.9                                                                              | 13.6                                                                              | 34.2                                                                              | 15.0                                                                              | 14.2                                                                              |
| Effective Green, g (s)            | 11.3                                                                              | 31.9                                                                              | 13.6                                                                              | 34.2                                                                              | 15.0                                                                              | 14.2                                                                              |
| Actuated g/C Ratio                | 0.13                                                                              | 0.35                                                                              | 0.15                                                                              | 0.38                                                                              | 0.17                                                                              | 0.16                                                                              |
| Clearance Time (s)                | 11.3                                                                              | 7.4                                                                               | 10.7                                                                              | 6.8                                                                               | 11.4                                                                              | 12.2                                                                              |
| Vehicle Extension (s)             | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |
| Lane Grp Cap (vph)                | 431                                                                               | 1802                                                                              | 518                                                                               | 1932                                                                              | 583                                                                               | 552                                                                               |
| v/s Ratio Prot                    | 0.07                                                                              | c0.18                                                                             | c0.10                                                                             | 0.14                                                                              | c0.11                                                                             | 0.05                                                                              |
| v/s Ratio Perm                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| v/c Ratio                         | 0.55                                                                              | 0.49                                                                              | 0.68                                                                              | 0.37                                                                              | 0.67                                                                              | 0.32                                                                              |
| Uniform Delay, d1                 | 37.0                                                                              | 22.7                                                                              | 36.2                                                                              | 20.1                                                                              | 35.2                                                                              | 33.6                                                                              |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Incremental Delay, d2             | 1.5                                                                               | 1.0                                                                               | 3.7                                                                               | 0.5                                                                               | 3.0                                                                               | 0.3                                                                               |
| Delay (s)                         | 38.5                                                                              | 23.7                                                                              | 39.8                                                                              | 20.7                                                                              | 38.2                                                                              | 33.9                                                                              |
| Level of Service                  | D                                                                                 | C                                                                                 | D                                                                                 | C                                                                                 | D                                                                                 | C                                                                                 |
| Approach Delay (s)                |                                                                                   | 26.8                                                                              |                                                                                   | 27.0                                                                              |                                                                                   |                                                                                   |
| Approach LOS                      |                                                                                   | C                                                                                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 2000 Control Delay            |                                                                                   | 29.0                                                                              |                                                                                   | HCM 2000 Level of Service                                                         |                                                                                   | C                                                                                 |
| HCM 2000 Volume to Capacity ratio |                                                                                   | 0.59                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Actuated Cycle Length (s)         |                                                                                   | 90.0                                                                              |                                                                                   | Sum of lost time (s)                                                              |                                                                                   | 30.3                                                                              |
| Intersection Capacity Utilization |                                                                                   | 60.0%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   | B                                                                                 |
| Analysis Period (min)             |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |



## US 50 E Carson Street Timing Plan: PM Peak

## 2: Lompa Lane & US 50 E HCM 6th Signalized Intersection Summary

| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          |      |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Volume (veh/h)       | 85   | 1335 | 210  | 25   | 1105 | 70   | 130  | 30   | 25   | 75   | 35   | 70   |
| Future Volume (veh/h)        | 85   | 1335 | 210  | 25   | 1105 | 70   | 130  | 30   | 25   | 75   | 35   | 70   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h         | 89   | 1391 | 0    | 26   | 1151 | 73   | 135  | 31   | 26   | 78   | 36   | 73   |
| Peak Hour Factor             | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 0    | 0    | 0    | 0    | 0    | 0    |
| Cap, veh/h                   | 122  | 3358 |      | 85   | 3125 | 198  | 231  | 172  | 145  | 278  | 101  | 205  |
| Arrive On Green              | 0.07 | 0.66 | 0.00 | 0.05 | 0.64 | 0.64 | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 |
| Sat Flow, veh/h              | 1781 | 5106 | 1585 | 1781 | 4907 | 311  | 1305 | 955  | 801  | 1368 | 560  | 1136 |
| Grp Volume(v), veh/h         | 89   | 1391 | 0    | 26   | 798  | 426  | 135  | 0    | 57   | 78   | 0    | 109  |
| Grp Sat Flow(s),veh/h/ln     | 1781 | 1702 | 1585 | 1781 | 1702 | 1814 | 1305 | 0    | 1756 | 1368 | 0    | 1696 |
| Q Serve(g_s), s              | 5.1  | 13.5 | 0.0  | 1.5  | 11.7 | 11.7 | 10.6 | 0.0  | 2.9  | 5.4  | 0.0  | 5.9  |
| Cycle Q Clear(g_c), s        | 5.1  | 13.5 | 0.0  | 1.5  | 11.7 | 11.7 | 16.5 | 0.0  | 2.9  | 8.3  | 0.0  | 5.9  |
| Prop In Lane                 | 1.00 |      | 1.00 | 1.00 |      | 0.17 | 1.00 |      | 0.46 | 1.00 |      | 0.67 |
| Lane Grp Cap(c), veh/h       | 122  | 3358 |      | 85   | 2167 | 1155 | 231  | 0    | 317  | 278  | 0    | 306  |
| V/C Ratio(X)                 | 0.73 | 0.41 |      | 0.31 | 0.37 | 0.37 | 0.59 | 0.00 | 0.18 | 0.28 | 0.00 | 0.36 |
| Avail Cap(c_a), veh/h        | 271  | 3358 |      | 271  | 2167 | 1155 | 505  | 0    | 686  | 565  | 0    | 662  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh     | 47.9 | 8.5  | 0.0  | 48.3 | 9.1  | 9.1  | 44.9 | 0.0  | 36.4 | 39.9 | 0.0  | 37.7 |
| Incr Delay (d2), s/veh       | 3.1  | 0.4  | 0.0  | 0.8  | 0.5  | 0.9  | 1.3  | 0.0  | 0.1  | 0.3  | 0.0  | 0.4  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 2.3  | 4.2  | 0.0  | 0.7  | 3.8  | 4.2  | 3.5  | 0.0  | 1.2  | 1.8  | 0.0  | 2.5  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 51.0 | 8.8  | 0.0  | 49.1 | 9.5  | 10.0 | 46.2 | 0.0  | 36.6 | 40.2 | 0.0  | 38.1 |
| LnGrp LOS                    | D    | A    |      | D    | A    | A    | D    | A    | D    | D    | A    | D    |
| Approach Vol, veh/h          | 1480 |      | A    |      | 1250 |      | 192  |      | 187  |      |      |      |
| Approach Delay, s/veh        | 11.4 |      |      |      | 10.5 |      | 43.3 |      | 39.0 |      |      |      |
| Approach LOS                 | B    |      |      |      | B    |      | D    |      | D    |      |      |      |
| Timer - Assigned Phs         | 2    |      | 3    |      | 4    |      | 6    |      | 7    |      | 8    |      |
| Phs Duration (G+Y+Rc), s     | 22.9 |      | 9.0  |      | 73.1 |      | 22.9 |      | 11.2 |      | 70.9 |      |
| Change Period (Y+Rc), s      | 4.0  |      | 4.0  |      | 4.0  |      | 4.0  |      | 4.0  |      | 4.0  |      |
| Max Green Setting (Gmax), s  | 41.0 |      | 16.0 |      | 36.0 |      | 41.0 |      | 16.0 |      | 36.0 |      |
| Max Q Clear Time (g_c+I1), s | 18.5 |      | 3.5  |      | 15.5 |      | 10.3 |      | 7.1  |      | 13.7 |      |
| Green Ext Time (p_c), s      | 0.4  |      | 0.0  |      | 8.0  |      | 0.5  |      | 0.1  |      | 6.5  |      |

### Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 14.7 |
| HCM 6th LOS        | B    |

### Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



## US 50 E Carson Street Timing Plan: PM Peak

## 3: Airport Rd & US 50 E HCM 6th Signalized Intersection Summary

|                              |  |  |  |  |  |  |  |  |  |   |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                                | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |                                                                                   |  |                                                                                   |  |  |  |
| Traffic Volume (veh/h)       | 125                                                                               | 1125                                                                              | 185                                                                               | 35                                                                                | 930                                                                               | 55                                                                                | 155                                                                               | 130                                                                               | 35                                                                                | 95                                                                                 | 140                                                                                 | 115                                                                                 |
| Future Volume (veh/h)        | 125                                                                               | 1125                                                                              | 185                                                                               | 35                                                                                | 930                                                                               | 55                                                                                | 155                                                                               | 130                                                                               | 35                                                                                | 95                                                                                 | 140                                                                                 | 115                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1885                                                                              | 1885                                                                              | 1885                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h         | 136                                                                               | 1223                                                                              | 201                                                                               | 38                                                                                | 1011                                                                              | 60                                                                                | 168                                                                               | 141                                                                               | 38                                                                                | 103                                                                                | 152                                                                                 | 125                                                                                 |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 1                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   |
| Cap, veh/h                   | 159                                                                               | 894                                                                               | 399                                                                               | 645                                                                               | 1815                                                                              | 809                                                                               | 0                                                                                 | 164                                                                               | 44                                                                                | 126                                                                                | 451                                                                                 | 382                                                                                 |
| Arrive On Green              | 0.09                                                                              | 0.25                                                                              | 0.25                                                                              | 0.36                                                                              | 0.51                                                                              | 0.51                                                                              | 0.00                                                                              | 0.11                                                                              | 0.11                                                                              | 0.07                                                                               | 0.24                                                                                | 0.24                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 0                                                                                 | 1430                                                                              | 385                                                                               | 1810                                                                               | 1900                                                                                | 1610                                                                                |
| Grp Volume(v), veh/h         | 136                                                                               | 1223                                                                              | 201                                                                               | 38                                                                                | 1011                                                                              | 60                                                                                | 0                                                                                 | 0                                                                                 | 179                                                                               | 103                                                                                | 152                                                                                 | 125                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1585                                                                              | 0                                                                                 | 0                                                                                 | 1816                                                                              | 1810                                                                               | 1900                                                                                | 1610                                                                                |
| Q Serve(g_s), s              | 10.2                                                                              | 34.2                                                                              | 13.9                                                                              | 1.9                                                                               | 26.5                                                                              | 1.7                                                                               | 0.0                                                                               | 0.0                                                                               | 13.2                                                                              | 7.6                                                                                | 9.0                                                                                 | 8.7                                                                                 |
| Cycle Q Clear(g_c), s        | 10.2                                                                              | 34.2                                                                              | 13.9                                                                              | 1.9                                                                               | 26.5                                                                              | 1.7                                                                               | 0.0                                                                               | 0.0                                                                               | 13.2                                                                              | 7.6                                                                                | 9.0                                                                                 | 8.7                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 0.00                                                                              |                                                                                   | 0.21                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 159                                                                               | 894                                                                               | 399                                                                               | 645                                                                               | 1815                                                                              | 809                                                                               | 0                                                                                 | 0                                                                                 | 209                                                                               | 126                                                                                | 451                                                                                 | 382                                                                                 |
| V/C Ratio(X)                 | 0.85                                                                              | 1.37                                                                              | 0.50                                                                              | 0.06                                                                              | 0.56                                                                              | 0.07                                                                              | 0.00                                                                              | 0.00                                                                              | 0.86                                                                              | 0.82                                                                               | 0.34                                                                                | 0.33                                                                                |
| Avail Cap(c_a), veh/h        | 162                                                                               | 894                                                                               | 399                                                                               | 645                                                                               | 1815                                                                              | 809                                                                               | 0                                                                                 | 0                                                                                 | 545                                                                               | 184                                                                                | 570                                                                                 | 483                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 61.0                                                                              | 50.9                                                                              | 38.8                                                                              | 28.3                                                                              | 22.8                                                                              | 6.9                                                                               | 0.0                                                                               | 0.0                                                                               | 59.1                                                                              | 62.4                                                                               | 43.0                                                                                | 42.9                                                                                |
| Incr Delay (d2), s/veh       | 31.3                                                                              | 173.0                                                                             | 4.5                                                                               | 0.0                                                                               | 1.2                                                                               | 0.2                                                                               | 0.0                                                                               | 0.0                                                                               | 3.9                                                                               | 10.9                                                                               | 0.2                                                                                 | 0.2                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 5.9                                                                               | 36.2                                                                              | 5.8                                                                               | 0.8                                                                               | 10.9                                                                              | 1.0                                                                               | 0.0                                                                               | 0.0                                                                               | 6.2                                                                               | 3.9                                                                                | 4.3                                                                                 | 3.4                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 92.3                                                                              | 223.9                                                                             | 43.3                                                                              | 28.3                                                                              | 24.0                                                                              | 7.1                                                                               | 0.0                                                                               | 0.0                                                                               | 63.0                                                                              | 73.3                                                                               | 43.1                                                                                | 43.1                                                                                |
| LnGrp LOS                    | F                                                                                 | F                                                                                 | D                                                                                 | C                                                                                 | C                                                                                 | A                                                                                 | A                                                                                 | A                                                                                 | E                                                                                 | E                                                                                  | D                                                                                   | D                                                                                   |
| Approach Vol, veh/h          | 1560                                                                              |                                                                                   |                                                                                   | 1109                                                                              |                                                                                   |                                                                                   | 179                                                                               |                                                                                   |                                                                                   | 380                                                                                |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 189.2                                                                             |                                                                                   |                                                                                   | 23.2                                                                              |                                                                                   |                                                                                   | 63.0                                                                              |                                                                                   |                                                                                   | 51.3                                                                               |                                                                                     |                                                                                     |
| Approach LOS                 | F                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | E                                                                                 |                                                                                   |                                                                                   | D                                                                                  |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 6.7                                                                               | 22.8                                                                              | 56.5                                                                              | 40.0                                                                              | 0.0                                                                               | 39.5                                                                              | 19.8                                                                              | 76.8                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 7.2                                                                               | * 7.2                                                                             | 7.3                                                                               | 5.8                                                                               | 5.7                                                                               | * 7.2                                                                             | 7.6                                                                               | * 7.3                                                                             |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 41                                                                                | * 41                                                                              | 12.7                                                                              | 34.2                                                                              | 14.3                                                                              | * 41                                                                              | 12.4                                                                              | * 42                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+19, s) | 19.6                                                                              | 15.2                                                                              | 3.9                                                                               | 36.2                                                                              | 0.0                                                                               | 11.0                                                                              | 12.2                                                                              | 28.5                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 0.5                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.5                                                                               | 0.0                                                                               | 4.2                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |

### Intersection Summary

|                    |       |
|--------------------|-------|
| HCM 6th Ctrl Delay | 108.9 |
| HCM 6th LOS        | F     |

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



## US 50 E Carson Street Timing Plan: PM Peak

## 4: US 50 E & Silver State Street HCM 6th TWSC

### Intersection

Int Delay, s/veh 0.3

| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 25   | 1230 | 1000 | 5    | 5    | 20   |
| Future Vol, veh/h        | 25   | 1230 | 1000 | 5    | 5    | 20   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 380  | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 93   | 93   | 93   | 93   | 93   | 93   |
| Heavy Vehicles, %        | 2    | 2    | 3    | 3    | 0    | 0    |
| Mvmt Flow                | 27   | 1323 | 1075 | 5    | 5    | 22   |

| Major/Minor          | Major1 | Major2 | Minor2     |
|----------------------|--------|--------|------------|
| Conflicting Flow All | 1080   | 0      | 0 1794 540 |
| Stage 1              | -      | -      | - 1078 -   |
| Stage 2              | -      | -      | - 716 -    |
| Critical Hdwy        | 4.14   | -      | - 6.8 6.9  |
| Critical Hdwy Stg 1  | -      | -      | - 5.8 -    |
| Critical Hdwy Stg 2  | -      | -      | - 5.8 -    |
| Follow-up Hdwy       | 2.22   | -      | - 3.5 3.3  |
| Pot Cap-1 Maneuver   | 641    | -      | - 73 491   |
| Stage 1              | -      | -      | - 292 -    |
| Stage 2              | -      | -      | - 450 -    |
| Platoon blocked, %   | -      | -      | -          |
| Mov Cap-1 Maneuver   | 641    | -      | - 70 491   |
| Mov Cap-2 Maneuver   | -      | -      | - 187 -    |
| Stage 1              | -      | -      | - 280 -    |
| Stage 2              | -      | -      | - 450 -    |

| Approach             | EB  | WB | SB   |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.2 | 0  | 15.5 |
| HCM LOS              |     |    | C    |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 641   | -   | -   | -   | 371   |
| HCM Lane V/C Ratio    | 0.042 | -   | -   | -   | 0.072 |
| HCM Control Delay (s) | 10.9  | -   | -   | -   | 15.5  |
| HCM Lane LOS          | B     | -   | -   | -   | C     |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | -   | 0.2   |



## US 50 E Carson Street Timing Plan: PM Peak

5: Brown St & US 50 E  
HCM 6th TWSC

### Intersection

Int Delay, s/veh 0.7

| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | ↑↑   |      | ↑    | ↑↑   | ↑    |      |
| Traffic Vol, veh/h       | 1145 | 90   | 5    | 965  | 40   | 15   |
| Future Vol, veh/h        | 1145 | 90   | 5    | 965  | 40   | 15   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | 50   | -    | 0    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 97   | 97   | 97   | 97   | 97   | 97   |
| Heavy Vehicles, %        | 2    | 2    | 3    | 3    | 0    | 0    |
| Mvmt Flow                | 1180 | 93   | 5    | 995  | 41   | 15   |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 1273   |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.16   |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.23   |
| Pot Cap-1 Maneuver   | -      | -      | 536    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 536    |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach             | EB | WB  | NB   |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0  | 0.1 | 27.1 |
| HCM LOS              |    |     | D    |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL  | WBT |
|-----------------------|-------|-----|-----|------|-----|
| Capacity (veh/h)      | 219   | -   | -   | 536  | -   |
| HCM Lane V/C Ratio    | 0.259 | -   | -   | 0.01 | -   |
| HCM Control Delay (s) | 27.1  | -   | -   | 11.8 | -   |
| HCM Lane LOS          | D     | -   | -   | B    | -   |
| HCM 95th %tile Q(veh) | 1     | -   | -   | 0    | -   |



## US 50 E Carson Street Timing Plan: PM Peak

## 6: Fairview Drive & US 50 E HCM 6th Signalized Intersection Summary

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 65                                                                                | 990                                                                               | 105                                                                               | 335                                                                               | 785                                                                               | 205                                                                               | 150                                                                                 | 195                                                                                 | 525                                                                                 | 455                                                                                 | 185                                                                                 | 35                                                                                  |
| Future Volume (veh/h)        | 65                                                                                | 990                                                                               | 105                                                                               | 335                                                                               | 785                                                                               | 205                                                                               | 150                                                                                 | 195                                                                                 | 525                                                                                 | 455                                                                                 | 185                                                                                 | 35                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1885                                                                                | 1885                                                                                | 1885                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 67                                                                                | 1021                                                                              | 0                                                                                 | 345                                                                               | 809                                                                               | 0                                                                                 | 155                                                                                 | 201                                                                                 | 541                                                                                 | 469                                                                                 | 191                                                                                 | 36                                                                                  |
| Peak Hour Factor             | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 1                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 85                                                                                | 1288                                                                              |                                                                                   | 357                                                                               | 1495                                                                              |                                                                                   | 176                                                                                 | 415                                                                                 | 352                                                                                 | 519                                                                                 | 823                                                                                 | 152                                                                                 |
| Arrive On Green              | 0.05                                                                              | 0.36                                                                              | 0.00                                                                              | 0.10                                                                              | 0.42                                                                              | 0.00                                                                              | 0.10                                                                                | 0.22                                                                                | 0.22                                                                                | 0.15                                                                                | 0.27                                                                                | 0.27                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 3456                                                                              | 3554                                                                              | 1585                                                                              | 1795                                                                                | 1885                                                                                | 1598                                                                                | 3456                                                                                | 2994                                                                                | 554                                                                                 |
| Grp Volume(v), veh/h         | 67                                                                                | 1021                                                                              | 0                                                                                 | 345                                                                               | 809                                                                               | 0                                                                                 | 155                                                                                 | 201                                                                                 | 541                                                                                 | 469                                                                                 | 112                                                                                 | 115                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1728                                                                              | 1777                                                                              | 1585                                                                              | 1795                                                                                | 1885                                                                                | 1598                                                                                | 1728                                                                                | 1777                                                                                | 1771                                                                                |
| Q Serve(g_s), s              | 5.9                                                                               | 40.6                                                                              | 0.0                                                                               | 15.7                                                                              | 27.0                                                                              | 0.0                                                                               | 13.5                                                                                | 14.7                                                                                | 34.8                                                                                | 21.1                                                                                | 7.7                                                                                 | 8.0                                                                                 |
| Cycle Q Clear(g_c), s        | 5.9                                                                               | 40.6                                                                              | 0.0                                                                               | 15.7                                                                              | 27.0                                                                              | 0.0                                                                               | 13.5                                                                                | 14.7                                                                                | 34.8                                                                                | 21.1                                                                                | 7.7                                                                                 | 8.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.31                                                                                |
| Lane Grp Cap(c), veh/h       | 85                                                                                | 1288                                                                              |                                                                                   | 357                                                                               | 1495                                                                              |                                                                                   | 176                                                                                 | 415                                                                                 | 352                                                                                 | 519                                                                                 | 488                                                                                 | 487                                                                                 |
| V/C Ratio(X)                 | 0.79                                                                              | 0.79                                                                              |                                                                                   | 0.97                                                                              | 0.54                                                                              |                                                                                   | 0.88                                                                                | 0.48                                                                                | 1.54                                                                                | 0.90                                                                                | 0.23                                                                                | 0.24                                                                                |
| Avail Cap(c_a), veh/h        | 132                                                                               | 1288                                                                              |                                                                                   | 357                                                                               | 1495                                                                              |                                                                                   | 197                                                                                 | 415                                                                                 | 352                                                                                 | 588                                                                                 | 488                                                                                 | 487                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 74.5                                                                              | 45.1                                                                              | 0.0                                                                               | 70.6                                                                              | 34.3                                                                              | 0.0                                                                               | 70.3                                                                                | 53.8                                                                                | 61.6                                                                                | 66.0                                                                                | 44.3                                                                                | 44.4                                                                                |
| Incr Delay (d2), s/veh       | 15.9                                                                              | 5.1                                                                               | 0.0                                                                               | 39.0                                                                              | 1.4                                                                               | 0.0                                                                               | 31.5                                                                                | 0.9                                                                                 | 255.7                                                                               | 16.1                                                                                | 0.2                                                                                 | 0.2                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 3.0                                                                               | 18.4                                                                              | 0.0                                                                               | 8.8                                                                               | 11.8                                                                              | 0.0                                                                               | 7.7                                                                                 | 7.0                                                                                 | 38.8                                                                                | 10.4                                                                                | 3.4                                                                                 | 3.5                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 90.4                                                                              | 50.1                                                                              | 0.0                                                                               | 109.6                                                                             | 35.7                                                                              | 0.0                                                                               | 101.8                                                                               | 54.6                                                                                | 317.3                                                                               | 82.1                                                                                | 44.6                                                                                | 44.7                                                                                |
| LnGrp LOS                    | F                                                                                 | D                                                                                 |                                                                                   | F                                                                                 | D                                                                                 |                                                                                   | F                                                                                   | D                                                                                   | F                                                                                   | F                                                                                   | D                                                                                   | D                                                                                   |
| Approach Vol, veh/h          | 1088                                                                              |                                                                                   | A                                                                                 | 1154                                                                              |                                                                                   | A                                                                                 | 897                                                                                 |                                                                                     | 696                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 52.6                                                                              |                                                                                   |                                                                                   | 57.8                                                                              |                                                                                   |                                                                                   | 221.2                                                                               |                                                                                     | 69.9                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | E                                                                                 |                                                                                   |                                                                                   | F                                                                                   |                                                                                     | E                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 29.8                                                                              | 40.1                                                                              | 25.0                                                                              | 63.1                                                                              | 21.2                                                                              | 48.7                                                                              | 15.8                                                                                | 72.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | * 6.1                                                                             | * 5.3                                                                             | * 8.7                                                                             | 5.8                                                                               | * 5.7                                                                             | * 5.3                                                                             | 8.3                                                                                 | 5.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | * 27                                                                              | * 35                                                                              | * 16                                                                              | 54.2                                                                              | * 17                                                                              | * 35                                                                              | 11.7                                                                                | 44.2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 23.1                                                                              | 36.8                                                                              | 17.7                                                                              | 42.6                                                                              | 15.5                                                                              | 10.0                                                                              | 7.9                                                                                 | 29.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.7                                                                               | 0.0                                                                               | 0.0                                                                               | 5.0                                                                               | 0.1                                                                               | 1.2                                                                               | 0.0                                                                                 | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

### Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 96.7 |
| HCM 6th LOS        | F    |

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



## US 50 E Carson Street Timing Plan: PM Peak

7: US 50 E & Sherman Lane  
HCM 6th TWSC

### Intersection

Int Delay, s/veh 0.2

| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      |      | ↕↕   | ↕↕   |      | ↕    |      |
| Traffic Vol, veh/h       | 20   | 1950 | 1305 | 15   | 5    | 20   |
| Future Vol, veh/h        | 20   | 1950 | 1305 | 15   | 5    | 20   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 97   | 97   | 97   | 97   | 97   | 97   |
| Heavy Vehicles, %        | 2    | 2    | 3    | 3    | 0    | 0    |
| Mvmt Flow                | 21   | 2010 | 1345 | 15   | 5    | 21   |

| Major/Minor          | Major1 | Major2 | Minor2     |
|----------------------|--------|--------|------------|
| Conflicting Flow All | 1360   | 0      | 0 2400 680 |
| Stage 1              | -      | -      | - 1353 -   |
| Stage 2              | -      | -      | - 1047 -   |
| Critical Hdwy        | 4.14   | -      | - 6.8 6.9  |
| Critical Hdwy Stg 1  | -      | -      | - 5.8 -    |
| Critical Hdwy Stg 2  | -      | -      | - 5.8 -    |
| Follow-up Hdwy       | 2.22   | -      | - 3.5 3.3  |
| Pot Cap-1 Maneuver   | 501    | -      | - 29 398   |
| Stage 1              | -      | -      | - 209 -    |
| Stage 2              | -      | -      | - 303 -    |
| Platoon blocked, %   | -      | -      | -          |
| Mov Cap-1 Maneuver   | 501    | -      | - 29 398   |
| Mov Cap-2 Maneuver   | -      | -      | - 126 -    |
| Stage 1              | -      | -      | - 209 -    |
| Stage 2              | -      | -      | - 303 -    |

| Approach             | EB  | WB | SB   |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.1 | 0  | 19.3 |
| HCM LOS              |     |    | C    |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 501   | -   | -   | -   | 278   |
| HCM Lane V/C Ratio    | 0.041 | -   | -   | -   | 0.093 |
| HCM Control Delay (s) | 12.5  | 0   | -   | -   | 19.3  |
| HCM Lane LOS          | B     | A   | -   | -   | C     |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | -   | 0.3   |



## US 50 E Carson Street Timing Plan: PM Peak

8: Empire Ranch Road & US 50 E  
HCM 6th TWSC

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 46.8 |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      | ↰    | ↰↱   |      | ↰    | ↰↱   |      |      | ↱    |      |      | ↱    |      |
| Traffic Vol, veh/h       | 20   | 1910 | 25   | 10   | 1265 | 20   | 10   | 5    | 10   | 5    | 5    | 45   |
| Future Vol, veh/h        | 20   | 1910 | 25   | 10   | 1265 | 20   | 10   | 5    | 10   | 5    | 5    | 45   |
| 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           | 50   | -    | -    | 50   | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 21   | 1990 | 26   | 10   | 1318 | 21   | 10   | 5    | 10   | 5    | 5    | 47   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |      |      | Minor2 |      |     |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|-----|
| Conflicting Flow All | 1339   | 0 | 0 | 2016   | 0 | 0 | 2727   | 3404 | 1008 | 2389   | 3407 | 670 |
| Stage 1              | -      | - | - | -      | - | - | 2045   | 2045 | -    | 1349   | 1349 | -   |
| Stage 2              | -      | - | - | -      | - | - | 682    | 1359 | -    | 1040   | 2058 | -   |
| Critical Hdwy        | 4.14   | - | - | 4.14   | - | - | 7.5    | 6.5  | 6.9  | 7.5    | 6.5  | 6.9 |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.5    | 5.5  | -    | 6.5    | 5.5  | -   |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.5    | 5.5  | -    | 6.5    | 5.5  | -   |
| Follow-up Hdwy       | 2.22   | - | - | 2.22   | - | - | 3.5    | 4    | 3.3  | 3.5    | 4    | 3.3 |
| Pot Cap-1 Maneuver   | 511    | - | - | 279    | - | - | ~ 10   | 7    | 242  | 18     | 7    | 404 |
| Stage 1              | -      | - | - | -      | - | - | 59     | 100  | -    | 162    | 221  | -   |
| Stage 2              | -      | - | - | -      | - | - | 411    | 219  | -    | 250    | 99   | -   |
| Platoon blocked, %   |        | - | - |        | - | - |        |      |      |        |      |     |
| Mov Cap-1 Maneuver   | 511    | - | - | 279    | - | - | ~ 2    | 6    | 242  | ~ 4    | 6    | 404 |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | ~ 2    | 6    | -    | ~ 4    | 6    | -   |
| Stage 1              | -      | - | - | -      | - | - | 57     | 96   | -    | 155    | 213  | -   |
| Stage 2              | -      | - | - | -      | - | - | 342    | 211  | -    | 217    | 95   | -   |

| Approach             | EB  |  |  | WB  |  |  | NB        |  |  | SB       |  |  |
|----------------------|-----|--|--|-----|--|--|-----------|--|--|----------|--|--|
| HCM Control Delay, s | 0.1 |  |  | 0.1 |  |  | \$ 4187.9 |  |  | \$ 922.3 |  |  |
| HCM LOS              |     |  |  |     |  |  | F         |  |  | F        |  |  |

| Minor Lane/Major Mvmt | NBLn1     | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1    |
|-----------------------|-----------|-------|-----|-----|-------|-----|-----|----------|
| Capacity (veh/h)      | 4         | 511   | -   | -   | 279   | -   | -   | 25       |
| HCM Lane V/C Ratio    | 6.51      | 0.041 | -   | -   | 0.037 | -   | -   | 2.292    |
| HCM Control Delay (s) | \$ 4187.9 | 12.3  | -   | -   | 18.4  | -   | -   | \$ 922.3 |
| HCM Lane LOS          | F         | B     | -   | -   | C     | -   | -   | F        |
| HCM 95th %tile Q(veh) | 4.8       | 0.1   | -   | -   | 0.1   | -   | -   | 7.1      |

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



## US 50 E Carson Street Timing Plan: PM Peak

9: US 50 E & Nye Lane  
HCM 6th TWSC

### Intersection

Int Delay, s/veh 0.4

### Movement

|                          | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 15   | 1910 | 1260 | 25   | 10   | 35   |
| Future Vol, veh/h        | 15   | 1910 | 1260 | 25   | 10   | 35   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 25   | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 95   | 95   | 95   | 95   | 95   | 95   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 0    | 0    |
| Mvmt Flow                | 16   | 2011 | 1326 | 26   | 11   | 37   |

### Major/Minor

|                      | Major1 | Major2 | Minor2 |      |     |
|----------------------|--------|--------|--------|------|-----|
| Conflicting Flow All | 1352   | 0      | 0      | 2377 | 676 |
| Stage 1              | -      | -      | -      | 1339 | -   |
| Stage 2              | -      | -      | -      | 1038 | -   |
| Critical Hdwy        | 4.14   | -      | -      | 6.8  | 6.9 |
| Critical Hdwy Stg 1  | -      | -      | -      | 5.8  | -   |
| Critical Hdwy Stg 2  | -      | -      | -      | 5.8  | -   |
| Follow-up Hdwy       | 2.22   | -      | -      | 3.5  | 3.3 |
| Pot Cap-1 Maneuver   | 505    | -      | -      | 30   | 401 |
| Stage 1              | -      | -      | -      | 213  | -   |
| Stage 2              | -      | -      | -      | 307  | -   |
| Platoon blocked, %   | -      | -      | -      | -    | -   |
| Mov Cap-1 Maneuver   | 505    | -      | -      | 29   | 401 |
| Mov Cap-2 Maneuver   | -      | -      | -      | 125  | -   |
| Stage 1              | -      | -      | -      | 206  | -   |
| Stage 2              | -      | -      | -      | 307  | -   |

### Approach

|                      | EB  | WB | SB   |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.1 | 0  | 21.2 |
| HCM LOS              |     |    | C    |

### Minor Lane/Major Mvmt

|                       | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 505   | -   | -   | -   | 269   |
| HCM Lane V/C Ratio    | 0.031 | -   | -   | -   | 0.176 |
| HCM Control Delay (s) | 12.4  | -   | -   | -   | 21.2  |
| HCM Lane LOS          | B     | -   | -   | -   | C     |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | -   | 0.6   |



## US 50 E Carson Street Timing Plan: PM Peak

## 10: N Deer Run Rd/Arrowhead Drive & US 50 E HCM 6th Signalized Intersection Summary

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 10                                                                                | 1865                                                                              | 45                                                                                | 15                                                                                | 1145                                                                              | 35                                                                                | 130                                                                                 | 15                                                                                  | 50                                                                                  | 260                                                                                 | 10                                                                                  | 10                                                                                  |
| Future Volume (veh/h)        | 10                                                                                | 1865                                                                              | 45                                                                                | 15                                                                                | 1145                                                                              | 35                                                                                | 130                                                                                 | 15                                                                                  | 50                                                                                  | 260                                                                                 | 10                                                                                  | 10                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1841                                                                              | 1841                                                                              | 1841                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1885                                                                                | 1885                                                                                | 1885                                                                                |
| Adj Flow Rate, veh/h         | 11                                                                                | 1963                                                                              | 47                                                                                | 16                                                                                | 1205                                                                              | 37                                                                                | 137                                                                                 | 16                                                                                  | 53                                                                                  | 274                                                                                 | 11                                                                                  | 11                                                                                  |
| Peak Hour Factor             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 4                                                                                 | 4                                                                                 | 4                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 1                                                                                   | 1                                                                                   | 1                                                                                   |
| Cap, veh/h                   | 23                                                                                | 1979                                                                              | 883                                                                               | 30                                                                                | 1958                                                                              | 60                                                                                | 394                                                                                 | 96                                                                                  | 318                                                                                 | 351                                                                                 | 218                                                                                 | 218                                                                                 |
| Arrive On Green              | 0.01                                                                              | 0.56                                                                              | 0.56                                                                              | 0.02                                                                              | 0.57                                                                              | 0.57                                                                              | 0.25                                                                                | 0.25                                                                                | 0.25                                                                                | 0.25                                                                                | 0.25                                                                                | 0.25                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1753                                                                              | 3464                                                                              | 106                                                                               | 1390                                                                                | 381                                                                                 | 1262                                                                                | 1342                                                                                | 865                                                                                 | 865                                                                                 |
| Grp Volume(v), veh/h         | 11                                                                                | 1963                                                                              | 47                                                                                | 16                                                                                | 608                                                                               | 634                                                                               | 137                                                                                 | 0                                                                                   | 69                                                                                  | 274                                                                                 | 0                                                                                   | 22                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1753                                                                              | 1749                                                                              | 1822                                                                              | 1390                                                                                | 0                                                                                   | 1643                                                                                | 1342                                                                                | 0                                                                                   | 1730                                                                                |
| Q Serve(g_s), s              | 0.8                                                                               | 68.3                                                                              | 1.7                                                                               | 1.1                                                                               | 29.0                                                                              | 29.0                                                                              | 10.4                                                                                | 0.0                                                                                 | 4.1                                                                                 | 25.0                                                                                | 0.0                                                                                 | 1.2                                                                                 |
| Cycle Q Clear(g_c), s        | 0.8                                                                               | 68.3                                                                              | 1.7                                                                               | 1.1                                                                               | 29.0                                                                              | 29.0                                                                              | 11.6                                                                                | 0.0                                                                                 | 4.1                                                                                 | 29.1                                                                                | 0.0                                                                                 | 1.2                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.06                                                                              | 1.00                                                                                |                                                                                     | 0.77                                                                                | 1.00                                                                                |                                                                                     | 0.50                                                                                |
| Lane Grp Cap(c), veh/h       | 23                                                                                | 1979                                                                              | 883                                                                               | 30                                                                                | 989                                                                               | 1030                                                                              | 394                                                                                 | 0                                                                                   | 413                                                                                 | 351                                                                                 | 0                                                                                   | 435                                                                                 |
| V/C Ratio(X)                 | 0.49                                                                              | 0.99                                                                              | 0.05                                                                              | 0.54                                                                              | 0.62                                                                              | 0.62                                                                              | 0.35                                                                                | 0.00                                                                                | 0.17                                                                                | 0.78                                                                                | 0.00                                                                                | 0.05                                                                                |
| Avail Cap(c_a), veh/h        | 185                                                                               | 1979                                                                              | 883                                                                               | 105                                                                               | 989                                                                               | 1030                                                                              | 461                                                                                 | 0                                                                                   | 493                                                                                 | 416                                                                                 | 0                                                                                   | 519                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 61.3                                                                              | 27.4                                                                              | 12.6                                                                              | 60.9                                                                              | 18.1                                                                              | 18.1                                                                              | 39.8                                                                                | 0.0                                                                                 | 36.5                                                                                | 47.9                                                                                | 0.0                                                                                 | 35.5                                                                                |
| Incr Delay (d2), s/veh       | 5.9                                                                               | 18.4                                                                              | 0.1                                                                               | 5.4                                                                               | 2.9                                                                               | 2.8                                                                               | 0.2                                                                                 | 0.0                                                                                 | 0.1                                                                                 | 6.3                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.4                                                                               | 30.0                                                                              | 0.6                                                                               | 0.5                                                                               | 11.1                                                                              | 11.6                                                                              | 3.6                                                                                 | 0.0                                                                                 | 1.7                                                                                 | 9.0                                                                                 | 0.0                                                                                 | 0.5                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 67.2                                                                              | 45.8                                                                              | 12.8                                                                              | 66.4                                                                              | 21.0                                                                              | 20.9                                                                              | 40.0                                                                                | 0.0                                                                                 | 36.6                                                                                | 54.3                                                                                | 0.0                                                                                 | 35.5                                                                                |
| LnGrp LOS                    | E                                                                                 | D                                                                                 | B                                                                                 | E                                                                                 | C                                                                                 | C                                                                                 | D                                                                                   | A                                                                                   | D                                                                                   | D                                                                                   | A                                                                                   | D                                                                                   |
| Approach Vol, veh/h          | 2021                                                                              |                                                                                   |                                                                                   |                                                                                   | 1258                                                                              |                                                                                   |                                                                                     |                                                                                     | 206                                                                                 |                                                                                     | 296                                                                                 |                                                                                     |
| Approach Delay, s/veh        | 45.2                                                                              |                                                                                   |                                                                                   |                                                                                   | 21.5                                                                              |                                                                                   |                                                                                     |                                                                                     | 38.9                                                                                |                                                                                     | 52.9                                                                                |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     | D                                                                                   |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   | 3                                                                                 | 4                                                                                 |                                                                                   | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 39.0                                                                              |                                                                                   | 9.6                                                                               | 76.4                                                                              |                                                                                   | 39.0                                                                              | 8.6                                                                                 | 77.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | * 7.5                                                                             |                                                                                   | * 7.5                                                                             | * 6.8                                                                             |                                                                                   | * 7.5                                                                             | 7.0                                                                                 | 6.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | * 38                                                                              |                                                                                   | * 7.5                                                                             | * 54                                                                              |                                                                                   | * 38                                                                              | 13.0                                                                                | 53.2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 13.6                                                                              |                                                                                   | 3.1                                                                               | 70.3                                                                              |                                                                                   | 31.1                                                                              | 2.8                                                                                 | 31.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.4                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.3                                                                               | 0.0                                                                                 | 4.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 37.5                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



## US 50 E Carson Street Timing Plan: PM Peak

11: US 50 E & Flint Rd  
HCM 6th TWSC

### Intersection

Int Delay, s/veh 29

| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | ↖↗   |      | ↖↗   | ↖↗   | ↖↗   | ↖↗   |
| Traffic Vol, veh/h       | 50   | 5    | 2135 | 40   | 5    | 1145 |
| Future Vol, veh/h        | 50   | 5    | 2135 | 40   | 5    | 1145 |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | Stop | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | 300  | 350  | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 96   | 96   | 96   | 96   | 96   | 96   |
| Heavy Vehicles, %        | 3    | 3    | 28   | 28   | 2    | 2    |
| Mvmt Flow                | 52   | 5    | 2224 | 42   | 5    | 1193 |

### Major/Minor

|                      | Minor1 | Major1 | Major2 |   |      |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 2831   | 1112   | 0      | 0 | 2266 |
| Stage 1              | 2224   | -      | -      | - | -    |
| Stage 2              | 607    | -      | -      | - | -    |
| Critical Hdwy        | 6.86   | 6.96   | -      | - | 4.14 |
| Critical Hdwy Stg 1  | 5.86   | -      | -      | - | -    |
| Critical Hdwy Stg 2  | 5.86   | -      | -      | - | -    |
| Follow-up Hdwy       | 3.53   | 3.33   | -      | - | 2.22 |
| Pot Cap-1 Maneuver   | ~ 14   | 202    | -      | - | 222  |
| Stage 1              | 67     | -      | -      | - | -    |
| Stage 2              | 504    | -      | -      | - | -    |
| Platoon blocked, %   |        |        | -      | - | -    |
| Mov Cap-1 Maneuver   | ~ 14   | 202    | -      | - | 222  |
| Mov Cap-2 Maneuver   | ~ 14   | -      | -      | - | -    |
| Stage 1              | 67     | -      | -      | - | -    |
| Stage 2              | 492    | -      | -      | - | -    |

### Approach

|                              | WB | NB | SB  |
|------------------------------|----|----|-----|
| HCM Control Delay, \$ 1782.1 |    | 0  | 0.1 |
| HCM LOS                      | F  |    |     |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1  | SBL   | SBT   |
|-----------------------|-----|-----------|-------|-------|
| Capacity (veh/h)      | -   | -         | 15    | 222   |
| HCM Lane V/C Ratio    | -   | -         | 3.819 | 0.023 |
| HCM Control Delay (s) | -   | \$ 1782.1 | 21.6  | -     |
| HCM Lane LOS          | -   | -         | F     | C     |
| HCM 95th %tile Q(veh) | -   | -         | 8     | 0.1   |

### Notes

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



US 50 E Carson Street  
Timing Plan: PM Peak

12: US 50 E & Linehan Road  
HCM 6th TWSC

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.4  |      |      |      |      |      |
| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
| Lane Configurations      | ↰    | ↑↑   | ↑↑   | ↱    | ↰    | ↰    |
| Traffic Vol, veh/h       | 35   | 2105 | 1120 | 5    | 20   | 30   |
| Future Vol, veh/h        | 35   | 2105 | 1120 | 5    | 20   | 30   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 200  | -    | -    | 260  | 0    | -    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 99   | 99   | 99   | 99   | 99   | 99   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 9    | 9    |
| Mvmt Flow                | 35   | 2126 | 1131 | 5    | 20   | 30   |

| Major/Minor          | Major1 | Major2 | Minor2      |
|----------------------|--------|--------|-------------|
| Conflicting Flow All | 1136   | 0      | 0 2264 566  |
| Stage 1              | -      | -      | - 1131 -    |
| Stage 2              | -      | -      | - 1133 -    |
| Critical Hdwy        | 4.14   | -      | - 6.98 7.08 |
| Critical Hdwy Stg 1  | -      | -      | - 5.98 -    |
| Critical Hdwy Stg 2  | -      | -      | - 5.98 -    |
| Follow-up Hdwy       | 2.22   | -      | - 3.59 3.39 |
| Pot Cap-1 Maneuver   | 611    | -      | - 31 450    |
| Stage 1              | -      | -      | - 256 -     |
| Stage 2              | -      | -      | - 255 -     |
| Platoon blocked, %   |        | -      | -           |
| Mov Cap-1 Maneuver   | 611    | -      | - 29 450    |
| Mov Cap-2 Maneuver   | -      | -      | - 29 -      |
| Stage 1              | -      | -      | - 241 -     |
| Stage 2              | -      | -      | - 255 -     |

| Approach             | EB  | WB | SB    |
|----------------------|-----|----|-------|
| HCM Control Delay, s | 0.2 | 0  | 153.6 |
| HCM LOS              |     |    | F     |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 611   | -   | -   | -   | 66    |
| HCM Lane V/C Ratio    | 0.058 | -   | -   | -   | 0.765 |
| HCM Control Delay (s) | 11.3  | -   | -   | -   | 153.6 |
| HCM Lane LOS          | B     | -   | -   | -   | F     |
| HCM 95th %tile Q(veh) | 0.2   | -   | -   | -   | 3.5   |



## US 50 E Carson Street Timing Plan: PM Peak

13: US 50 E & Red Rock Road  
HCM 6th TWSC

| Intersection             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.5                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR                                                                               |
| Lane Configurations      |  |  |  |  |  |  |
| Traffic Vol, veh/h       | 65                                                                                | 2060                                                                              | 1075                                                                              | 15                                                                                | 5                                                                                 | 50                                                                                |
| Future Vol, veh/h        | 65                                                                                | 2060                                                                              | 1075                                                                              | 15                                                                                | 5                                                                                 | 50                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free                                                                              | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None                                                                              | -                                                                                 | None                                                                              |
| Storage Length           | 390                                                                               | -                                                                                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                 | 0                                                                                 | -                                                                                 |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                 | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 99                                                                                | 99                                                                                | 99                                                                                | 99                                                                                | 99                                                                                | 99                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 0                                                                                 | 0                                                                                 |
| Mvmt Flow                | 66                                                                                | 2081                                                                              | 1086                                                                              | 15                                                                                | 5                                                                                 | 51                                                                                |
|                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Major/Minor              | Major1                                                                            | Major2                                                                            |                                                                                   | Minor2                                                                            |                                                                                   |                                                                                   |
| Conflicting Flow All     | 1101                                                                              | 0                                                                                 | -                                                                                 | 0                                                                                 | 2259                                                                              | 543                                                                               |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | 1086                                                                              | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | 1173                                                                              | -                                                                                 |
| Critical Hdwy            | 4.14                                                                              | -                                                                                 | -                                                                                 | -                                                                                 | 6.8                                                                               | 6.9                                                                               |
| Critical Hdwy Stg 1      | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | 5.8                                                                               | -                                                                                 |
| Critical Hdwy Stg 2      | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | 5.8                                                                               | -                                                                                 |
| Follow-up Hdwy           | 2.22                                                                              | -                                                                                 | -                                                                                 | -                                                                                 | 3.5                                                                               | 3.3                                                                               |
| Pot Cap-1 Maneuver       | 630                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | 36                                                                                | 489                                                                               |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | 289                                                                               | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | 261                                                                               | -                                                                                 |
| Platoon blocked, %       |                                                                                   | -                                                                                 | -                                                                                 | -                                                                                 |                                                                                   |                                                                                   |
| Mov Cap-1 Maneuver       | 630                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | 32                                                                                | 489                                                                               |
| Mov Cap-2 Maneuver       | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | 133                                                                               | -                                                                                 |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | 259                                                                               | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | 261                                                                               | -                                                                                 |
|                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Approach                 | EB                                                                                | WB                                                                                |                                                                                   | SB                                                                                |                                                                                   |                                                                                   |
| HCM Control Delay, s     | 0.3                                                                               | 0                                                                                 |                                                                                   | 15.7                                                                              |                                                                                   |                                                                                   |
| HCM LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBLn1                                                                             |                                                                                   |
| Capacity (veh/h)         | 630                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | 393                                                                               |                                                                                   |
| HCM Lane V/C Ratio       | 0.104                                                                             | -                                                                                 | -                                                                                 | -                                                                                 | 0.141                                                                             |                                                                                   |
| HCM Control Delay (s)    | 11.4                                                                              | -                                                                                 | -                                                                                 | -                                                                                 | 15.7                                                                              |                                                                                   |
| HCM Lane LOS             | B                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | C                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)    | 0.3                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | 0.5                                                                               |                                                                                   |



## US 50 E Carson Street Timing Plan: PM Peak

14: Highlands Drive & US 50 E  
HCM 6th TWSC

### Intersection

Int Delay, s/veh 1

| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | ↑↑   | ↑    | ↑    | ↑↑   | ↑    |      |
| Traffic Vol, veh/h       | 1990 | 75   | 20   | 1060 | 30   | 5    |
| Future Vol, veh/h        | 1990 | 75   | 20   | 1060 | 30   | 5    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | 0    | 25   | -    | 0    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 99   | 99   | 99   | 99   | 99   | 99   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 0    | 0    |
| Mvmt Flow                | 2010 | 76   | 20   | 1071 | 30   | 5    |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 2086   |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.14   |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.22   |
| Pot Cap-1 Maneuver   | -      | -      | 262    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 262    |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach             | EB | WB  | NB   |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0  | 0.4 | 77.3 |
| HCM LOS              |    |     | F    |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 83    | -   | -   | 262   | -   |
| HCM Lane V/C Ratio    | 0.426 | -   | -   | 0.077 | -   |
| HCM Control Delay (s) | 77.3  | -   | -   | 19.9  | -   |
| HCM Lane LOS          | F     | -   | -   | C     | -   |
| HCM 95th %tile Q(veh) | 1.7   | -   | -   | 0.2   | -   |

### Notes

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



## Silver State Traffic Data Collection, LLC

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US-50 E. Carson Complete Streets Study  
Turning Movement Classification Count  
US-50 & Airport Road

File Name : US-50 and Airport Road  
Site Code : 00000000  
Start Date : 10/31/2023  
Page No : 1

### Groups Printed- Private - Light - Heavy

| Start Time    | Airport Southbound |      |      |      |            | US-50 Westbound |      |      |      |            | Airport Northbound |      |      |      |            | US-50 Eastbound |      |      |      |            | Int. Total |
|---------------|--------------------|------|------|------|------------|-----------------|------|------|------|------------|--------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|
|               | Right              | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Right              | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total |            |
| 07:00 AM      | 33                 | 14   | 2    | 0    | 49         | 6               | 243  | 1    | 0    | 250        | 5                  | 13   | 40   | 0    | 58         | 14              | 118  | 8    | 0    | 140        | 497        |
| 07:15 AM      | 47                 | 19   | 6    | 0    | 72         | 8               | 281  | 3    | 0    | 292        | 1                  | 12   | 43   | 0    | 56         | 22              | 154  | 9    | 0    | 185        | 605        |
| 07:30 AM      | 30                 | 15   | 9    | 0    | 54         | 10              | 324  | 5    | 0    | 339        | 11                 | 22   | 35   | 0    | 68         | 26              | 145  | 15   | 0    | 186        | 647        |
| 07:45 AM      | 23                 | 20   | 11   | 0    | 54         | 9               | 305  | 4    | 0    | 318        | 5                  | 30   | 42   | 0    | 77         | 14              | 159  | 10   | 0    | 183        | 632        |
| Total         | 133                | 68   | 28   | 0    | 229        | 33              | 1153 | 13   | 0    | 1199       | 22                 | 77   | 160  | 0    | 259        | 76              | 576  | 42   | 0    | 694        | 2381       |
| 08:00 AM      | 24                 | 18   | 5    | 0    | 47         | 4               | 245  | 6    | 0    | 255        | 8                  | 17   | 32   | 0    | 57         | 19              | 127  | 7    | 0    | 153        | 512        |
| 08:15 AM      | 26                 | 16   | 7    | 0    | 49         | 6               | 218  | 1    | 0    | 225        | 12                 | 27   | 24   | 0    | 63         | 13              | 160  | 8    | 0    | 181        | 518        |
| 08:30 AM      | 10                 | 12   | 10   | 0    | 32         | 2               | 218  | 5    | 0    | 225        | 8                  | 21   | 31   | 0    | 60         | 18              | 132  | 6    | 0    | 156        | 473        |
| 08:45 AM      | 17                 | 9    | 6    | 0    | 32         | 8               | 246  | 1    | 0    | 255        | 3                  | 10   | 20   | 0    | 33         | 10              | 145  | 12   | 0    | 167        | 487        |
| Total         | 77                 | 55   | 28   | 0    | 160        | 20              | 927  | 13   | 0    | 960        | 31                 | 75   | 107  | 0    | 213        | 60              | 564  | 33   | 0    | 657        | 1990       |
| *** BREAK *** |                    |      |      |      |            |                 |      |      |      |            |                    |      |      |      |            |                 |      |      |      |            |            |
| 04:00 PM      | 26                 | 32   | 24   | 0    | 82         | 12              | 247  | 10   | 0    | 269        | 10                 | 26   | 31   | 0    | 67         | 47              | 244  | 25   | 0    | 316        | 734        |
| 04:15 PM      | 22                 | 35   | 21   | 0    | 78         | 18              | 245  | 7    | 0    | 270        | 8                  | 24   | 39   | 0    | 71         | 49              | 269  | 34   | 0    | 352        | 771        |
| 04:30 PM      | 32                 | 38   | 23   | 0    | 93         | 11              | 236  | 11   | 0    | 258        | 11                 | 43   | 42   | 0    | 96         | 44              | 328  | 31   | 0    | 403        | 850        |
| 04:45 PM      | 33                 | 36   | 25   | 0    | 94         | 11              | 206  | 8    | 0    | 225        | 6                  | 36   | 47   | 0    | 89         | 47              | 296  | 37   | 0    | 380        | 788        |
| Total         | 113                | 141  | 93   | 0    | 347        | 52              | 934  | 36   | 0    | 1022       | 35                 | 129  | 159  | 0    | 323        | 187             | 1137 | 127  | 0    | 1451       | 3143       |
| 05:00 PM      | 27                 | 37   | 21   | 0    | 85         | 26              | 190  | 8    | 0    | 224        | 3                  | 34   | 40   | 0    | 77         | 52              | 268  | 28   | 0    | 348        | 734        |
| 05:15 PM      | 22                 | 30   | 23   | 0    | 75         | 15              | 240  | 10   | 0    | 265        | 4                  | 37   | 48   | 0    | 89         | 51              | 269  | 47   | 0    | 367        | 796        |
| 05:30 PM      | 27                 | 31   | 14   | 0    | 72         | 19              | 227  | 5    | 0    | 251        | 10                 | 42   | 44   | 0    | 96         | 41              | 248  | 37   | 0    | 326        | 745        |
| 05:45 PM      | 26                 | 39   | 18   | 0    | 83         | 15              | 175  | 3    | 0    | 193        | 3                  | 37   | 40   | 0    | 80         | 40              | 171  | 22   | 0    | 233        | 589        |
| Total         | 102                | 137  | 76   | 0    | 315        | 75              | 832  | 26   | 0    | 933        | 20                 | 150  | 172  | 0    | 342        | 184             | 956  | 134  | 0    | 1274       | 2864       |
| Grand Total   | 425                | 401  | 225  | 0    | 1051       | 180             | 3846 | 88   | 0    | 4114       | 108                | 431  | 598  | 0    | 1137       | 507             | 3233 | 336  | 0    | 4076       | 10378      |
| Apprch %      | 40.4               | 38.2 | 21.4 | 0    |            | 4.4             | 93.5 | 2.1  | 0    |            | 9.5                | 37.9 | 52.6 | 0    |            | 12.4            | 79.3 | 8.2  | 0    |            |            |
| Total %       | 4.1                | 3.9  | 2.2  | 0    | 10.1       | 1.7             | 37.1 | 0.8  | 0    | 39.6       | 1                  | 4.2  | 5.8  | 0    | 11         | 4.9             | 31.2 | 3.2  | 0    | 39.3       |            |
| Private       | 424                | 396  | 225  | 0    | 1045       | 179             | 3679 |      |      |            |                    |      |      |      |            | 3073            |      |      |      |            | 10032      |
| % Private     | 99.8               | 98.8 | 100  | 0    | 99.4       | 99.4            | 95.7 | 98.9 | 0    | 95.9       | 98.1               | 99.8 | 99   | 0    | 99.2       | 100             | 95.1 | 99.4 | 0    | 96         | 96.7       |
| Light         | 1                  | 2    | 0    | 0    | 3          | 1               | 94   | 1    | 0    | 96         | 2                  | 1    | 5    | 0    | 8          | 0               | 96   | 1    | 0    | 97         | 204        |
| % Light       | 0.2                | 0.5  | 0    | 0    | 0.3        | 0.6             | 2.4  | 1.1  | 0    | 2.3        | 1.9                | 0.2  | 0.8  | 0    | 0.7        | 0               | 3    | 0.3  | 0    | 2.4        | 2          |
| Heavy         | 0                  | 3    | 0    | 0    | 3          | 0               | 73   | 0    | 0    | 73         | 0                  | 0    | 1    | 0    | 1          | 0               | 64   | 1    | 0    | 65         | 142        |
| % Heavy       | 0                  | 0.7  | 0    | 0    | 0.3        | 0               | 1.9  | 0    | 0    | 1.8        | 0                  | 0    | 0.2  | 0    | 0.1        | 0               | 2    | 0.3  | 0    | 1.6        | 1.4        |

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Page No : 2

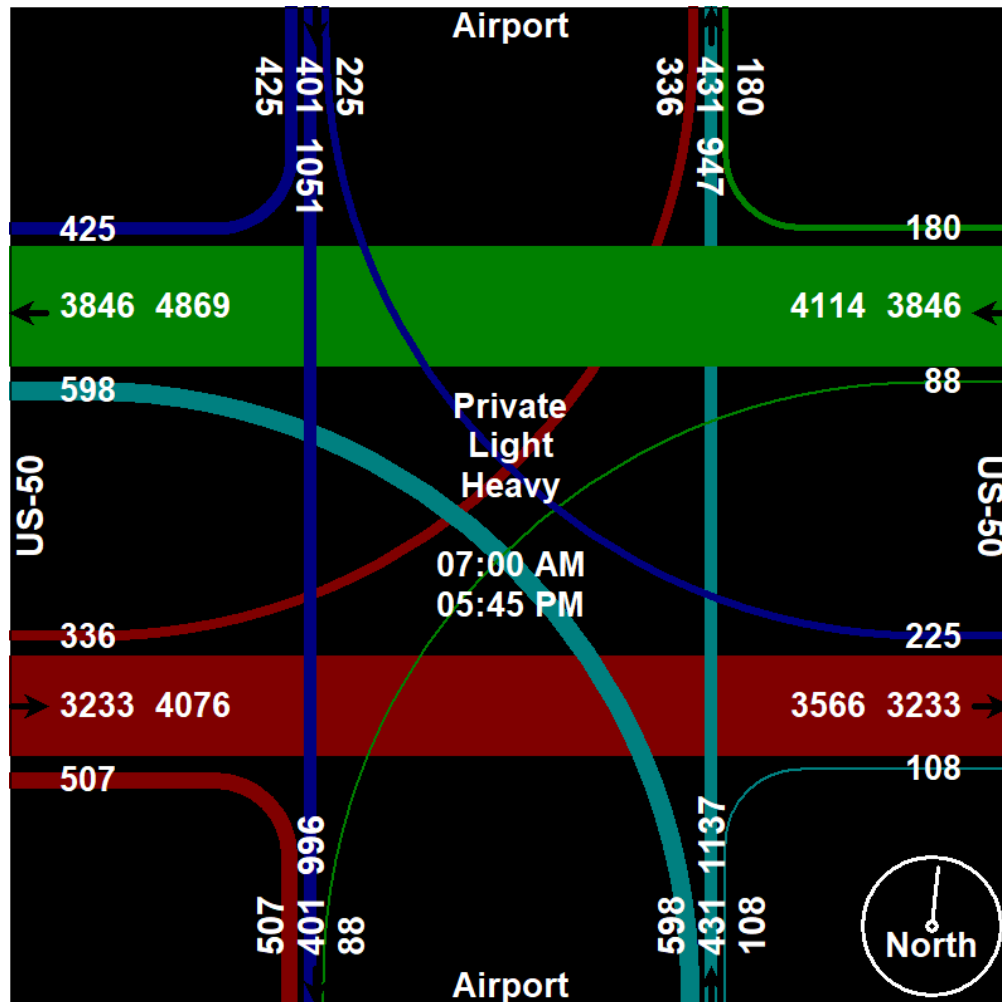




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File Name : US-50 and Airport Road  
Site Code : 00000000  
Start Date : 10/31/2023  
Page No : 3



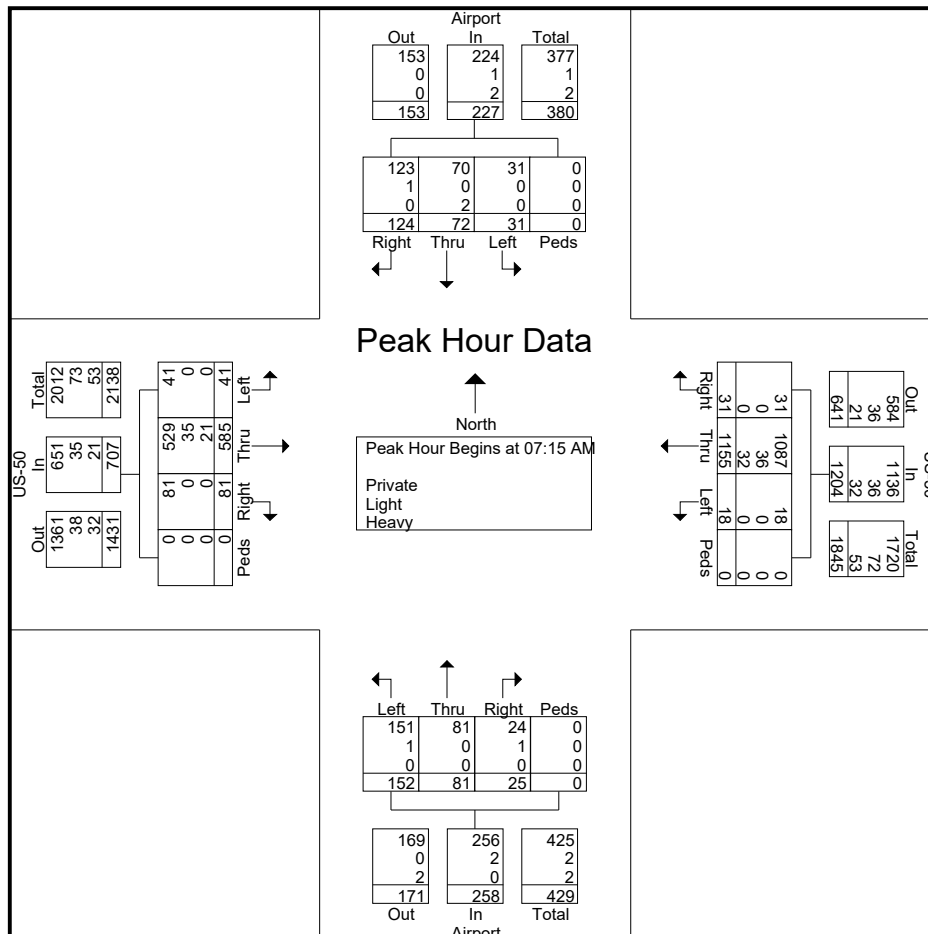


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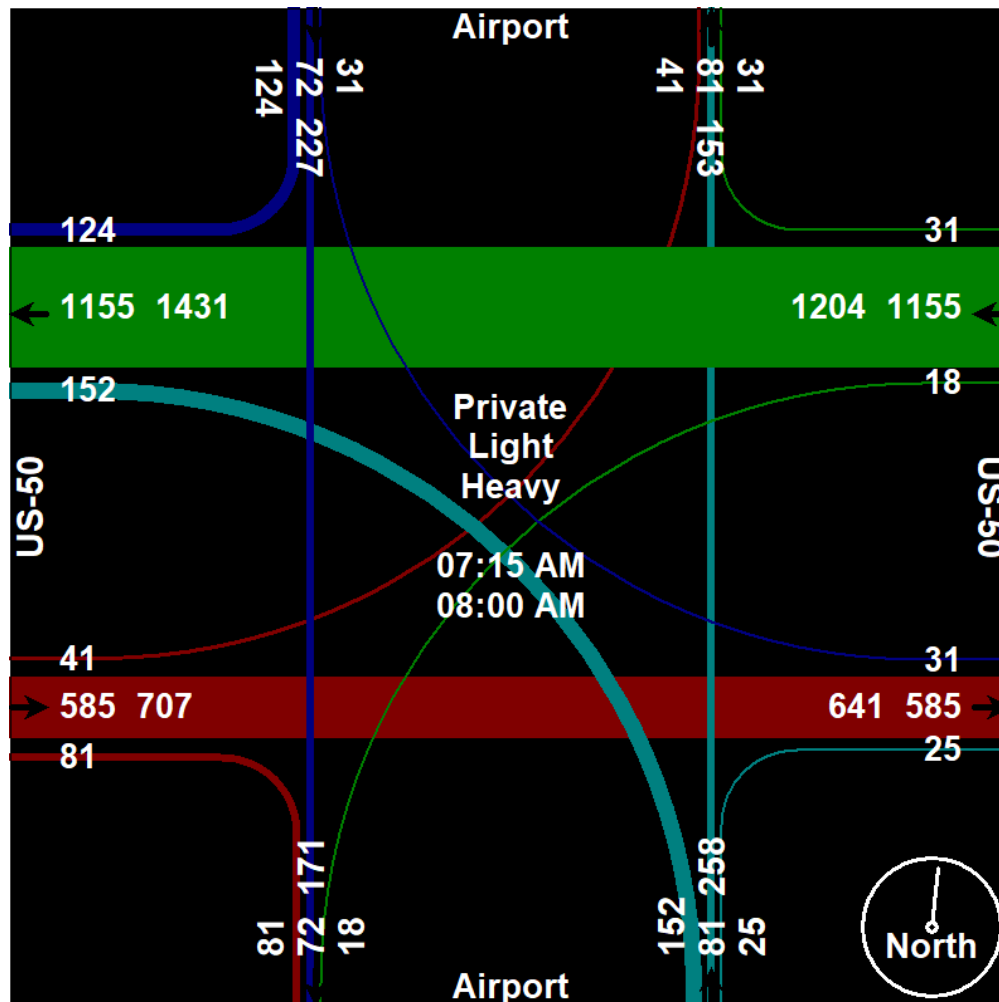
File Name : US-50 and Airport Road  
Site Code : 00000000  
Start Date : 10/31/2023  
Page No : 4

|                                                            | Airport Southbound |      |      |      |            | US-50 Westbound |      |      |      |            | Airport Northbound |      |      |      |            | US-50 Eastbound |      |      |      |            |            |
|------------------------------------------------------------|--------------------|------|------|------|------------|-----------------|------|------|------|------------|--------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|
| Start Time                                                 | Right              | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Right              | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 |                    |      |      |      |            |                 |      |      |      |            |                    |      |      |      |            |                 |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                    |      |      |      |            |                 |      |      |      |            |                    |      |      |      |            |                 |      |      |      |            |            |
| 07:15 AM                                                   | 47                 | 19   | 6    | 0    | 72         | 8               | 281  | 3    | 0    | 292        | 1                  | 12   | 43   | 0    | 56         | 22              | 154  | 9    | 0    | 185        | 605        |
| 07:30 AM                                                   | 30                 | 15   | 9    | 0    | 54         | 10              | 324  | 5    | 0    | 339        | 11                 | 22   | 35   | 0    | 68         | 26              | 145  | 15   | 0    | 186        | 647        |
| 07:45 AM                                                   | 23                 | 20   | 11   | 0    | 54         | 9               | 305  | 4    | 0    | 318        | 5                  | 30   | 42   | 0    | 77         | 14              | 159  | 10   | 0    | 183        | 632        |
| 08:00 AM                                                   | 24                 | 18   | 5    | 0    | 47         | 4               | 245  | 6    | 0    | 255        | 8                  | 17   | 32   | 0    | 57         | 19              | 127  | 7    | 0    | 153        | 512        |
| Total Volume                                               | 124                | 72   | 31   | 0    | 227        | 31              | 1155 | 18   | 0    | 1204       | 25                 | 81   | 152  | 0    | 258        | 81              | 585  | 41   | 0    | 707        | 2396       |
| % App. Total                                               | 54.6               | 31.7 | 13.7 | 0    |            | 2.6             | 95.9 | 1.5  | 0    |            | 9.7                | 31.4 | 58.9 | 0    |            | 11.5            | 82.7 | 5.8  | 0    |            |            |
| PHF                                                        | .660               | .900 | .705 | .000 | .788       | .775            | .891 | .750 | .000 | .888       | .568               | .675 | .884 | .000 | .838       | .779            | .920 | .683 | .000 | .950       | .926       |
| Private                                                    | 123                | 70   | 31   | 0    | 224        | 31              | 1087 |      |      |            |                    |      |      |      |            |                 |      |      |      |            |            |
| % Private                                                  | 99.2               | 97.2 | 100  | 0    | 98.7       | 100             | 94.1 | 100  | 0    | 94.4       | 96.0               | 100  | 99.3 | 0    | 99.2       | 100             | 90.4 | 100  | 0    | 92.1       | 94.6       |
| Light                                                      | 1                  | 0    | 0    | 0    | 1          | 0               | 36   | 0    | 0    | 36         | 1                  | 0    | 1    | 0    | 2          | 0               | 35   | 0    | 0    | 35         | 74         |
| % Light                                                    | 0.8                | 0    | 0    | 0    | 0.4        | 0               | 3.1  | 0    | 0    | 3.0        | 4.0                | 0    | 0.7  | 0    | 0.8        | 0               | 6.0  | 0    | 0    | 5.0        | 3.1        |
| Heavy                                                      | 0                  | 2    | 0    | 0    | 2          | 0               | 32   | 0    | 0    | 32         | 0                  | 0    | 0    | 0    | 0          | 0               | 21   | 0    | 0    | 21         | 55         |
| % Heavy                                                    | 0                  | 2.8  | 0    | 0    | 0.9        | 0               | 2.8  | 0    | 0    | 2.7        | 0                  | 0    | 0    | 0    | 0          | 0               | 3.6  | 0    | 0    | 3.0        | 2.3        |



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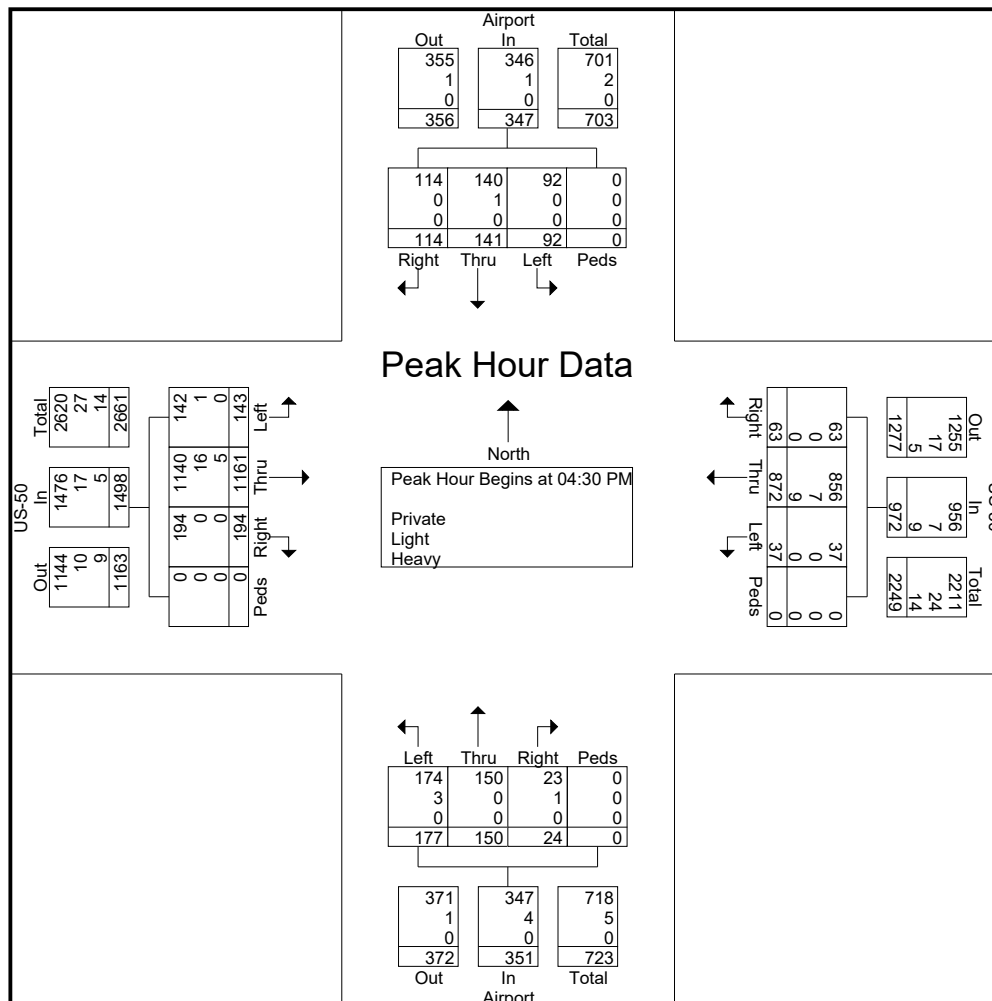


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File Name : US-50 and Airport Road  
Site Code : 00000000  
Start Date : 10/31/2023  
Page No : 6

|                                                            | Airport Southbound |      |      |      |            | US-50 Westbound |      |      |      |            | Airport Northbound |      |      |      |            | US-50 Eastbound |      |      |      |            |            |
|------------------------------------------------------------|--------------------|------|------|------|------------|-----------------|------|------|------|------------|--------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|
| Start Time                                                 | Right              | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Right              | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 |                    |      |      |      |            |                 |      |      |      |            |                    |      |      |      |            |                 |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:30 PM       |                    |      |      |      |            |                 |      |      |      |            |                    |      |      |      |            |                 |      |      |      |            |            |
| 04:30 PM                                                   | 32                 | 38   | 23   | 0    | 93         | 11              | 236  | 11   | 0    | 258        | 11                 | 43   | 42   | 0    | 96         | 44              | 328  | 31   | 0    | 403        | 850        |
| 04:45 PM                                                   | 33                 | 36   | 25   | 0    | 94         | 11              | 206  | 8    | 0    | 225        | 6                  | 36   | 47   | 0    | 89         | 47              | 296  | 37   | 0    | 380        | 788        |
| 05:00 PM                                                   | 27                 | 37   | 21   | 0    | 85         | 26              | 190  | 8    | 0    | 224        | 3                  | 34   | 40   | 0    | 77         | 52              | 268  | 28   | 0    | 348        | 734        |
| 05:15 PM                                                   | 22                 | 30   | 23   | 0    | 75         | 15              | 240  | 10   | 0    | 265        | 4                  | 37   | 48   | 0    | 89         | 51              | 269  | 47   | 0    | 367        | 796        |
| Total Volume                                               | 114                | 141  | 92   | 0    | 347        | 63              | 872  | 37   | 0    | 972        | 24                 | 150  | 177  | 0    | 351        | 194             | 1161 | 143  | 0    | 1498       | 3168       |
| % App. Total                                               | 32.9               | 40.6 | 26.5 | 0    |            | 6.5             | 89.7 | 3.8  | 0    |            | 6.8                | 42.7 | 50.4 | 0    |            | 13              | 77.5 | 9.5  | 0    |            |            |
| PHF                                                        | .864               | .928 | .920 | .000 | .923       | .606            | .908 | .841 | .000 | .917       | .545               | .872 | .922 | .000 | .914       | .933            | .885 | .761 | .000 | .929       | .932       |
| Private                                                    | 114                | 140  | 92   | 0    | 346        | 63              | 856  | 37   | 0    | 956        | 23                 | 150  | 174  | 0    | 347        | 194             | 1140 |      |      |            |            |
| % Private                                                  | 100                | 99.3 | 100  | 0    | 99.7       | 100             | 98.2 | 100  | 0    | 98.4       | 95.8               | 100  | 98.3 | 0    | 98.9       | 100             | 98.2 | 99.3 | 0    | 98.5       | 98.6       |
| Light                                                      | 0                  | 1    | 0    | 0    | 1          | 0               | 7    | 0    | 0    | 7          | 1                  | 0    | 3    | 0    | 4          | 0               | 16   | 1    | 0    | 17         | 29         |
| % Light                                                    | 0                  | 0.7  | 0    | 0    | 0.3        | 0               | 0.8  | 0    | 0    | 0.7        | 4.2                | 0    | 1.7  | 0    | 1.1        | 0               | 1.4  | 0.7  | 0    | 1.1        | 0.9        |
| Heavy                                                      | 0                  | 0    | 0    | 0    | 0          | 0               | 9    | 0    | 0    | 9          | 0                  | 0    | 0    | 0    | 0          | 0               | 5    | 0    | 0    | 5          | 14         |
| % Heavy                                                    | 0                  | 0    | 0    | 0    | 0          | 0               | 1.0  | 0    | 0    | 0.9        | 0                  | 0    | 0    | 0    | 0          | 0               | 0.4  | 0    | 0    | 0.3        | 0.4        |





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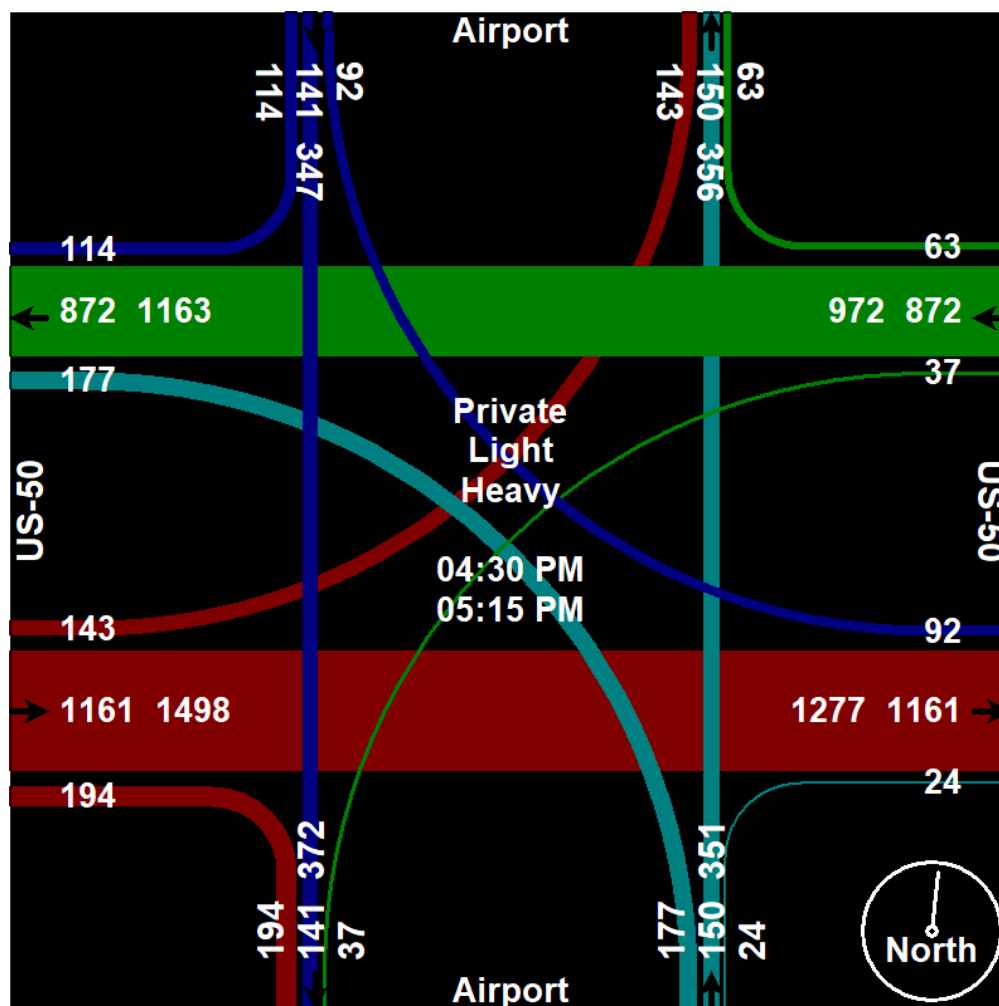
(702) 217-1968 - Cell

File Name : US-50 and Airport Road

Site Code : 00000000

Start Date : 10/31/2023

Page No : 7





## Silver State Traffic Data Collection, LLC

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Henderson, Nevada, 89014  
ssttraffic@msn.com  
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(702) 217-1968 - Cell

US-50 E. Carson Complete Streets Study  
12-Hour Classification Count  
US-50 & Linehan Road

File Name : US-50 and Linehan Road  
Site Code : 00000000  
Start Date : 11/1/2023  
Page No : 1

Groups Printed- Private - Light - Heavy

|            | Linehan Southbound |      |      |      |            | US-50 Westbound |      |      |      |            | Northbound | US-50 Eastbound |      |      |      |            |            |
|------------|--------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|-----------------|------|------|------|------------|------------|
| Start Time | Right              | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| 06:00 AM   | 5                  | 0    | 1    | 0    | 6          | 5               | 222  | 0    | 0    | 227        | 0          | 0               | 73   | 0    | 0    | 73         | 306        |
| 06:15 AM   | 7                  | 0    | 0    | 0    | 7          | 3               | 313  | 0    | 0    | 316        | 0          | 0               | 105  | 2    | 0    | 107        | 430        |
| 06:30 AM   | 11                 | 0    | 0    | 0    | 11         | 4               | 381  | 0    | 0    | 385        | 0          | 0               | 153  | 5    | 0    | 158        | 554        |
| 06:45 AM   | 4                  | 0    | 2    | 0    | 6          | 3               | 388  | 0    | 0    | 391        | 0          | 0               | 200  | 3    | 0    | 203        | 600        |
| Total      | 27                 | 0    | 3    | 0    | 30         | 15              | 1304 | 0    | 0    | 1319       | 0          | 0               | 531  | 10   | 0    | 541        | 1890       |
| 07:00 AM   | 9                  | 0    | 3    | 0    | 12         | 2               | 386  | 0    | 0    | 388        | 0          | 0               | 132  | 4    | 0    | 136        | 536        |
| 07:15 AM   | 7                  | 0    | 2    | 0    | 9          | 1               | 471  | 0    | 0    | 472        | 0          | 0               | 142  | 6    | 0    | 148        | 629        |
| 07:30 AM   | 7                  | 0    | 2    | 0    | 9          | 3               | 553  | 0    | 0    | 556        | 0          | 0               | 159  | 4    | 0    | 163        | 728        |
| 07:45 AM   | 9                  | 0    | 2    | 0    | 11         | 4               | 419  | 0    | 0    | 423        | 0          | 0               | 165  | 4    | 0    | 169        | 603        |
| Total      | 32                 | 0    | 9    | 0    | 41         | 10              | 1829 | 0    | 0    | 1839       | 0          | 0               | 598  | 18   | 0    | 616        | 2496       |
| 08:00 AM   | 11                 | 0    | 3    | 0    | 14         | 5               | 313  | 0    | 0    | 318        | 0          | 0               | 128  | 8    | 0    | 136        | 468        |
| 08:15 AM   | 6                  | 0    | 3    | 0    | 9          | 2               | 301  | 0    | 0    | 303        | 0          | 0               | 154  | 7    | 0    | 161        | 473        |
| 08:30 AM   | 10                 | 0    | 1    | 0    | 11         | 3               | 286  | 0    | 0    | 289        | 0          | 0               | 158  | 6    | 0    | 164        | 464        |
| 08:45 AM   | 10                 | 0    | 2    | 0    | 12         | 2               | 275  | 0    | 0    | 277        | 0          | 0               | 155  | 8    | 0    | 163        | 452        |
| Total      | 37                 | 0    | 9    | 0    | 46         | 12              | 1175 | 0    | 0    | 1187       | 0          | 0               | 595  | 29   | 0    | 624        | 1857       |
| 09:00 AM   | 4                  | 0    | 2    | 0    | 6          | 2               | 234  | 0    | 0    | 236        | 0          | 0               | 136  | 1    | 0    | 137        | 379        |
| 09:15 AM   | 7                  | 0    | 3    | 0    | 10         | 1               | 241  | 0    | 0    | 242        | 0          | 0               | 144  | 4    | 0    | 148        | 400        |
| 09:30 AM   | 2                  | 0    | 1    | 0    | 3          | 2               | 277  | 0    | 0    | 279        | 0          | 0               | 162  | 6    | 0    | 168        | 450        |
| 09:45 AM   | 5                  | 0    | 4    | 0    | 9          | 1               | 245  | 0    | 0    | 246        | 0          | 0               | 187  | 7    | 0    | 194        | 449        |
| Total      | 18                 | 0    | 10   | 0    | 28         | 6               | 997  | 0    | 0    | 1003       | 0          | 0               | 629  | 18   | 0    | 647        | 1678       |
| 10:00 AM   | 4                  | 0    | 2    | 0    | 6          | 3               | 216  | 0    | 0    | 219        | 0          | 0               | 145  | 5    | 0    | 150        | 375        |
| 10:15 AM   | 8                  | 0    | 1    | 0    | 9          | 3               | 271  | 0    | 0    | 274        | 0          | 0               | 165  | 7    | 0    | 172        | 455        |
| 10:30 AM   | 6                  | 0    | 0    | 0    | 6          | 1               | 247  | 0    | 0    | 248        | 0          | 0               | 138  | 4    | 0    | 142        | 396        |
| 10:45 AM   | 6                  | 0    | 0    | 0    | 6          | 3               | 211  | 0    | 0    | 214        | 0          | 0               | 179  | 9    | 0    | 188        | 408        |
| Total      | 24                 | 0    | 3    | 0    | 27         | 10              | 945  | 0    | 0    | 955        | 0          | 0               | 627  | 25   | 0    | 652        | 1634       |
| 11:00 AM   | 3                  | 0    | 3    | 0    | 6          | 0               | 203  | 0    | 0    | 203        | 0          | 0               | 196  | 5    | 0    | 201        | 410        |
| 11:15 AM   | 9                  | 0    | 2    | 0    | 11         | 5               | 227  | 0    | 0    | 232        | 0          | 0               | 211  | 3    | 0    | 214        | 457        |
| 11:30 AM   | 6                  | 0    | 4    | 0    | 10         | 4               | 209  | 0    | 0    | 213        | 0          | 0               | 214  | 6    | 0    | 220        | 443        |
| 11:45 AM   | 9                  | 0    | 3    | 0    | 12         | 1               | 239  | 0    | 0    | 240        | 0          | 0               | 178  | 6    | 0    | 184        | 436        |
| Total      | 27                 | 0    | 12   | 0    | 39         | 10              | 878  | 0    | 0    | 888        | 0          | 0               | 799  | 20   | 0    | 819        | 1746       |
| 12:00 PM   | 12                 | 0    | 1    | 0    | 13         | 7               | 196  | 0    | 0    | 203        | 0          | 0               | 203  | 14   | 0    | 217        | 433        |
| 12:15 PM   | 6                  | 0    | 2    | 0    | 8          | 2               | 234  | 0    | 0    | 236        | 0          | 0               | 248  | 9    | 0    | 257        | 501        |
| 12:30 PM   | 7                  | 0    | 4    | 0    | 11         | 1               | 242  | 0    | 0    | 243        | 0          | 0               | 224  | 10   | 0    | 234        | 488        |
| 12:45 PM   | 7                  | 0    | 3    | 0    | 10         | 1               | 237  | 0    | 0    | 238        | 0          | 0               | 220  | 10   | 0    | 230        | 478        |
| Total      | 32                 | 0    | 10   | 0    | 42         | 11              | 909  | 0    | 0    | 920        | 0          | 0               | 895  | 43   | 0    | 938        | 1900       |
| 01:00 PM   | 10                 | 0    | 2    | 0    | 12         | 6               | 213  | 0    | 0    | 219        | 0          | 0               | 205  | 8    | 0    | 213        | 444        |
| 01:15 PM   | 10                 | 0    | 2    | 0    | 12         | 1               | 227  | 0    | 0    | 228        | 0          | 0               | 210  | 3    | 0    | 213        | 453        |
| 01:30 PM   | 12                 | 0    | 2    | 0    | 14         | 2               | 215  | 0    | 0    | 217        | 0          | 0               | 236  | 6    | 0    | 242        | 473        |
| 01:45 PM   | 4                  | 0    | 3    | 0    | 7          | 5               | 201  | 0    | 0    | 206        | 0          | 0               | 213  | 8    | 0    | 221        | 434        |
| Total      | 36                 | 0    | 9    | 0    | 45         | 14              | 856  | 0    | 0    | 870        | 0          | 0               | 864  | 25   | 0    | 889        | 1804       |



## Silver State Traffic Data Collection, LLC

1819 Quarley Place  
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(702) 217-1968 - Cell

File Name : US-50 and Linehan Road  
Site Code : 00000000  
Start Date : 11/1/2023  
Page No : 2

Groups Printed- Private - Light - Heavy

|             | Linehan Southbound |      |      |      |            | US-50 Westbound |       |      |      |            | Northbound | US-50 Eastbound |       |      |      |            |            |
|-------------|--------------------|------|------|------|------------|-----------------|-------|------|------|------------|------------|-----------------|-------|------|------|------------|------------|
| Start Time  | Right              | Thru | Left | Peds | App. Total | Right           | Thru  | Left | Peds | App. Total | App. Total | Right           | Thru  | Left | Peds | App. Total | Int. Total |
| 02:00 PM    | 9                  | 0    | 3    | 0    | 12         | 5               | 196   | 0    | 0    | 201        | 0          | 0               | 242   | 5    | 0    | 247        | 460        |
| 02:15 PM    | 7                  | 0    | 6    | 0    | 13         | 2               | 212   | 0    | 0    | 214        | 0          | 0               | 243   | 10   | 0    | 253        | 480        |
| 02:30 PM    | 7                  | 0    | 3    | 0    | 10         | 2               | 244   | 0    | 0    | 246        | 0          | 0               | 335   | 4    | 0    | 339        | 595        |
| 02:45 PM    | 9                  | 0    | 5    | 0    | 14         | 4               | 223   | 0    | 0    | 227        | 0          | 0               | 300   | 7    | 0    | 307        | 548        |
| Total       | 32                 | 0    | 17   | 0    | 49         | 13              | 875   | 0    | 0    | 888        | 0          | 0               | 1120  | 26   | 0    | 1146       | 2083       |
| 03:00 PM    | 13                 | 0    | 4    | 0    | 17         | 3               | 232   | 0    | 0    | 235        | 0          | 0               | 305   | 8    | 0    | 313        | 565        |
| 03:15 PM    | 5                  | 0    | 3    | 0    | 8          | 2               | 255   | 0    | 0    | 257        | 0          | 0               | 346   | 7    | 0    | 353        | 618        |
| 03:30 PM    | 17                 | 0    | 9    | 0    | 26         | 1               | 327   | 0    | 0    | 328        | 0          | 0               | 390   | 7    | 0    | 397        | 751        |
| 03:45 PM    | 8                  | 0    | 2    | 0    | 10         | 1               | 298   | 0    | 0    | 299        | 0          | 0               | 400   | 11   | 0    | 411        | 720        |
| Total       | 43                 | 0    | 18   | 0    | 61         | 7               | 1112  | 0    | 0    | 1119       | 0          | 0               | 1441  | 33   | 0    | 1474       | 2654       |
| 04:00 PM    | 4                  | 0    | 6    | 0    | 10         | 3               | 263   | 0    | 0    | 266        | 0          | 0               | 457   | 10   | 0    | 467        | 743        |
| 04:15 PM    | 8                  | 0    | 5    | 0    | 13         | 2               | 237   | 0    | 0    | 239        | 0          | 0               | 491   | 8    | 0    | 499        | 751        |
| 04:30 PM    | 9                  | 0    | 7    | 0    | 16         | 1               | 231   | 0    | 0    | 232        | 0          | 0               | 494   | 9    | 0    | 503        | 751        |
| 04:45 PM    | 8                  | 0    | 3    | 0    | 11         | 1               | 218   | 0    | 0    | 219        | 0          | 0               | 487   | 6    | 0    | 493        | 723        |
| Total       | 29                 | 0    | 21   | 0    | 50         | 7               | 949   | 0    | 0    | 956        | 0          | 0               | 1929  | 33   | 0    | 1962       | 2968       |
| 05:00 PM    | 2                  | 0    | 2    | 0    | 4          | 0               | 230   | 0    | 0    | 230        | 0          | 0               | 484   | 10   | 0    | 494        | 728        |
| 05:15 PM    | 5                  | 0    | 2    | 0    | 7          | 1               | 208   | 0    | 0    | 209        | 0          | 0               | 522   | 6    | 0    | 528        | 744        |
| 05:30 PM    | 1                  | 0    | 1    | 0    | 2          | 3               | 221   | 0    | 0    | 224        | 0          | 0               | 488   | 6    | 0    | 494        | 720        |
| 05:45 PM    | 2                  | 0    | 2    | 0    | 4          | 1               | 166   | 0    | 0    | 167        | 0          | 0               | 380   | 10   | 0    | 390        | 561        |
| Total       | 10                 | 0    | 7    | 0    | 17         | 5               | 825   | 0    | 0    | 830        | 0          | 0               | 1874  | 32   | 0    | 1906       | 2753       |
| Grand Total | 347                | 0    | 128  | 0    | 475        | 120             | 12654 | 0    | 0    | 12774      | 0          | 0               | 11902 | 312  | 0    | 12214      | 25463      |
| Apprch %    | 73.1               | 0    | 26.9 | 0    |            | 0.9             | 99.1  | 0    | 0    |            |            | 0               | 97.4  | 2.6  | 0    |            |            |
| Total %     | 1.4                | 0    | 0.5  | 0    | 1.9        | 0.5             | 49.7  | 0    | 0    | 50.2       | 0          | 0               | 46.7  | 1.2  | 0    | 48         |            |
| Private     | 254                | 0    | 92   | 0    | 346        | 82              | 12163 | 0    | 0    | 12245      | 0          | 0               | 11422 | 234  | 0    | 11656      | 24247      |
| % Private   | 73.2               | 0    | 71.9 | 0    | 72.8       | 68.3            | 96.1  | 0    | 0    | 95.9       | 0          | 0               | 96    | 75   | 0    | 95.4       | 95.2       |
| Light       | 51                 | 0    | 6    | 0    | 57         | 3               | 287   | 0    | 0    | 290        | 0          | 0               | 274   | 57   | 0    | 331        | 678        |
| % Light     | 14.7               | 0    | 4.7  | 0    | 12         | 2.5             | 2.3   | 0    | 0    | 2.3        | 0          | 0               | 2.3   | 18.3 | 0    | 2.7        | 2.7        |
| Heavy       | 42                 | 0    | 30   | 0    | 72         | 35              | 204   | 0    | 0    | 239        | 0          | 0               | 206   | 21   | 0    | 227        | 538        |
| % Heavy     | 12.1               | 0    | 23.4 | 0    | 15.2       | 29.2            | 1.6   | 0    | 0    | 1.9        | 0          | 0               | 1.7   | 6.7  | 0    | 1.9        | 2.1        |



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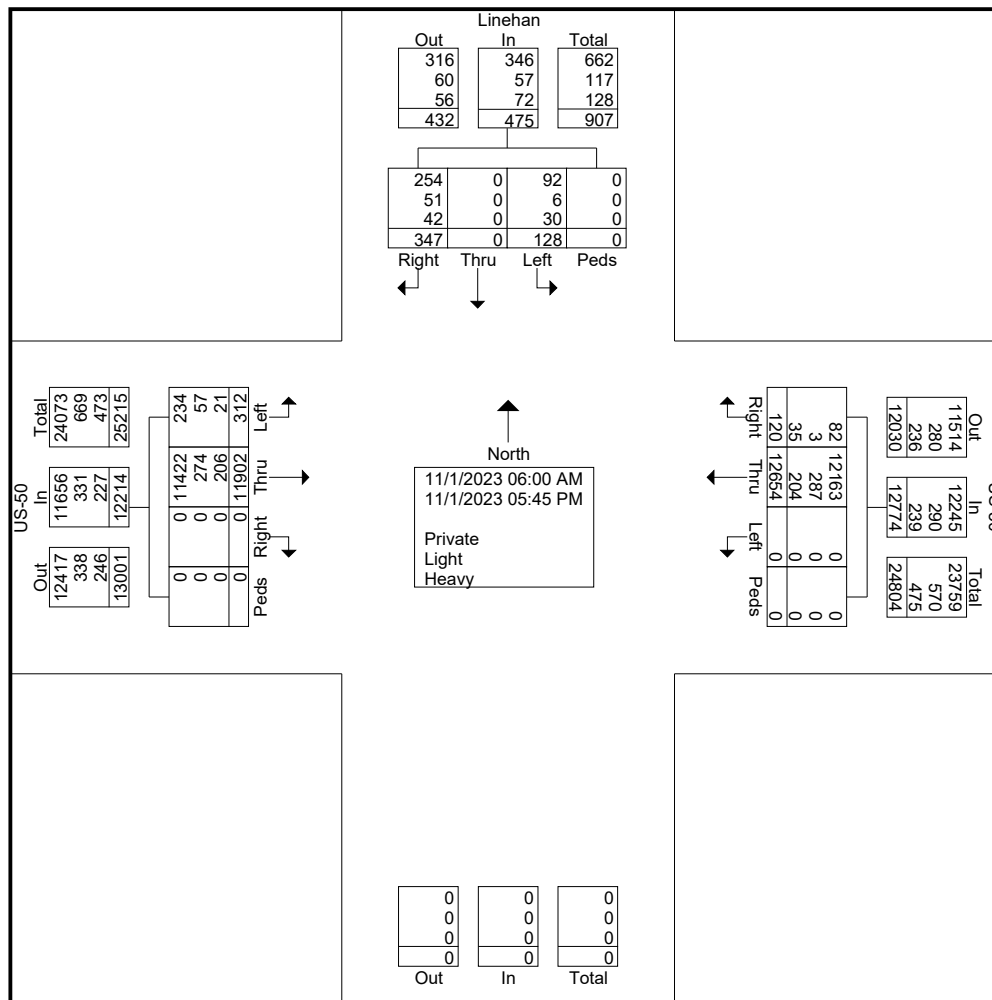
1819 Quarley Place  
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File Name : US-50 and Linehan Road

Site Code : 00000000

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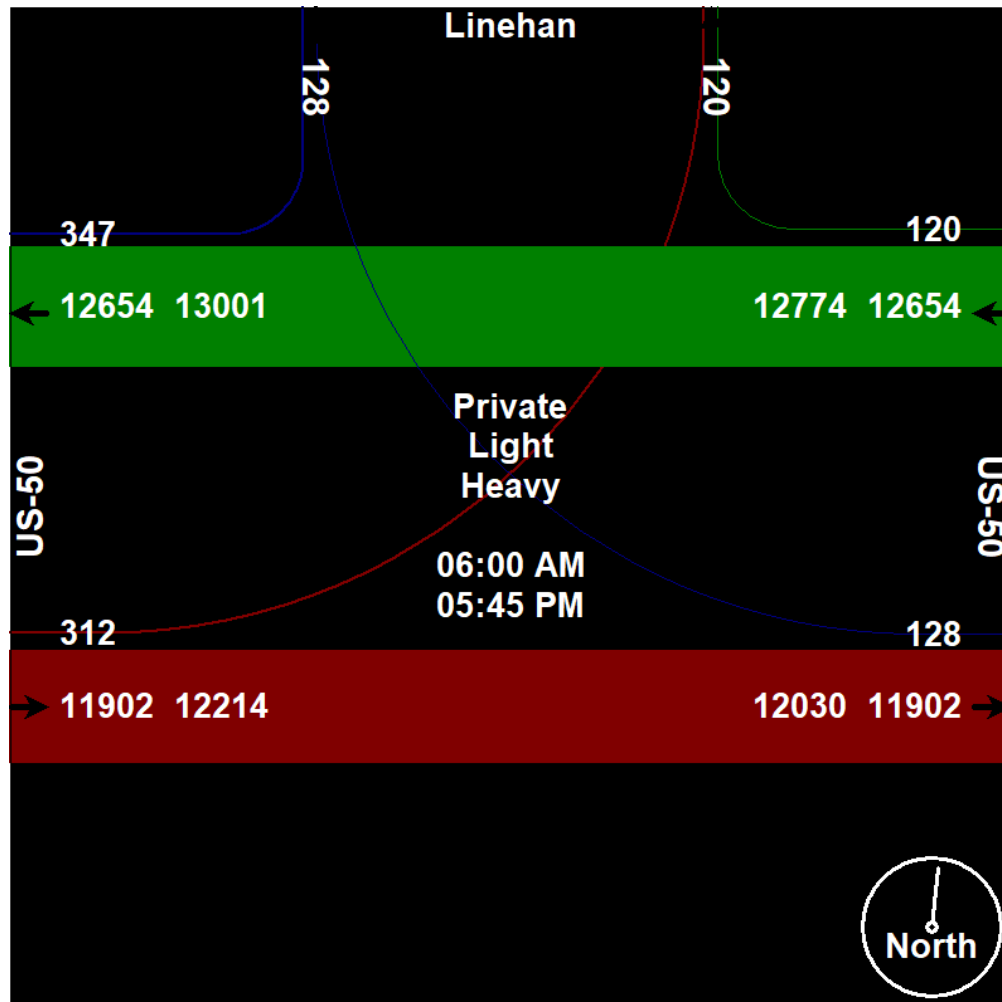




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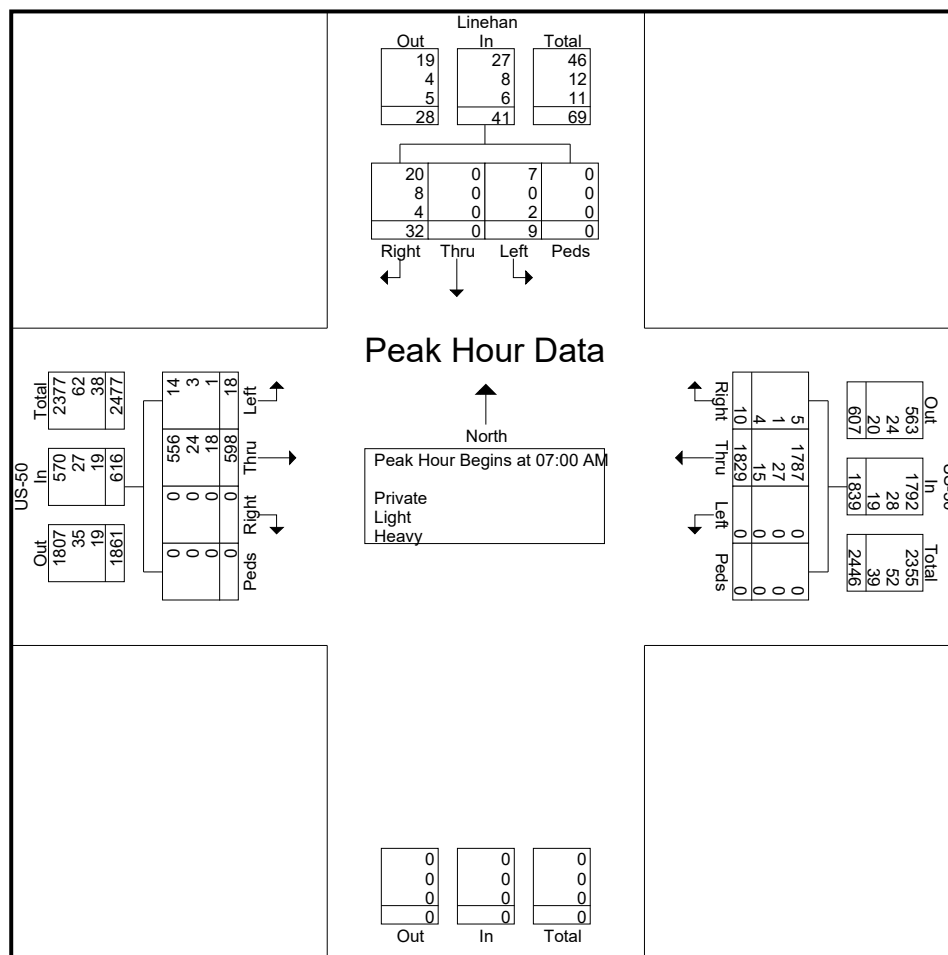
File Name : US-50 and Linehan Road

Site Code : 00000000

Start Date : 11/1/2023

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|                                                            | Linehan Southbound |      |      |      |            | US-50 Westbound |      |      |      |            | Northbound | US-50 Eastbound |      |      |      |            |            |
|------------------------------------------------------------|--------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|-----------------|------|------|------|------------|------------|
| Start Time                                                 | Right              | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1 |                    |      |      |      |            |                 |      |      |      |            |            |                 |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:00 AM       |                    |      |      |      |            |                 |      |      |      |            |            |                 |      |      |      |            |            |
| 07:00 AM                                                   | 9                  | 0    | 3    | 0    | 12         | 2               | 386  | 0    | 0    | 388        | 0          | 0               | 132  | 4    | 0    | 136        | 536        |
| 07:15 AM                                                   | 7                  | 0    | 2    | 0    | 9          | 1               | 471  | 0    | 0    | 472        | 0          | 0               | 142  | 6    | 0    | 148        | 629        |
| 07:30 AM                                                   | 7                  | 0    | 2    | 0    | 9          | 3               | 553  | 0    | 0    | 556        | 0          | 0               | 159  | 4    | 0    | 163        | 728        |
| 07:45 AM                                                   | 9                  | 0    | 2    | 0    | 11         | 4               | 419  | 0    | 0    | 423        | 0          | 0               | 165  | 4    | 0    | 169        | 603        |
| Total Volume                                               | 32                 | 0    | 9    | 0    | 41         | 10              | 1829 | 0    | 0    | 1839       | 0          | 0               | 598  | 18   | 0    | 616        | 2496       |
| % App. Total                                               | 78                 | 0    | 22   | 0    |            | 0.5             | 99.5 | 0    | 0    |            |            | 0               | 97.1 | 2.9  | 0    |            |            |
| PHF                                                        | .889               | .000 | .750 | .000 | .854       | .625            | .827 | .000 | .000 | .827       | .000       | .000            | .906 | .750 | .000 | .911       | .857       |
| Private                                                    | 20                 | 0    | 7    | 0    | 27         | 5               | 1787 | 0    | 0    | 1792       | 0          | 0               | 556  | 14   | 0    | 570        | 2389       |
| % Private                                                  | 62.5               | 0    | 77.8 | 0    | 65.9       | 50.0            | 97.7 | 0    | 0    | 97.4       | 0          | 0               | 93.0 | 77.8 | 0    | 92.5       | 95.7       |
| Light                                                      | 8                  | 0    | 0    | 0    | 8          | 1               | 27   | 0    | 0    | 28         | 0          | 0               | 24   | 3    | 0    | 27         | 63         |
| % Light                                                    | 25.0               | 0    | 0    | 0    | 19.5       | 10.0            | 1.5  | 0    | 0    | 1.5        | 0          | 0               | 4.0  | 16.7 | 0    | 4.4        | 2.5        |
| Heavy                                                      | 4                  | 0    | 2    | 0    | 6          | 4               | 15   | 0    | 0    | 19         | 0          | 0               | 18   | 1    | 0    | 19         | 44         |
| % Heavy                                                    | 12.5               | 0    | 22.2 | 0    | 14.6       | 40.0            | 0.8  | 0    | 0    | 1.0        | 0          | 0               | 3.0  | 5.6  | 0    | 3.1        | 1.8        |

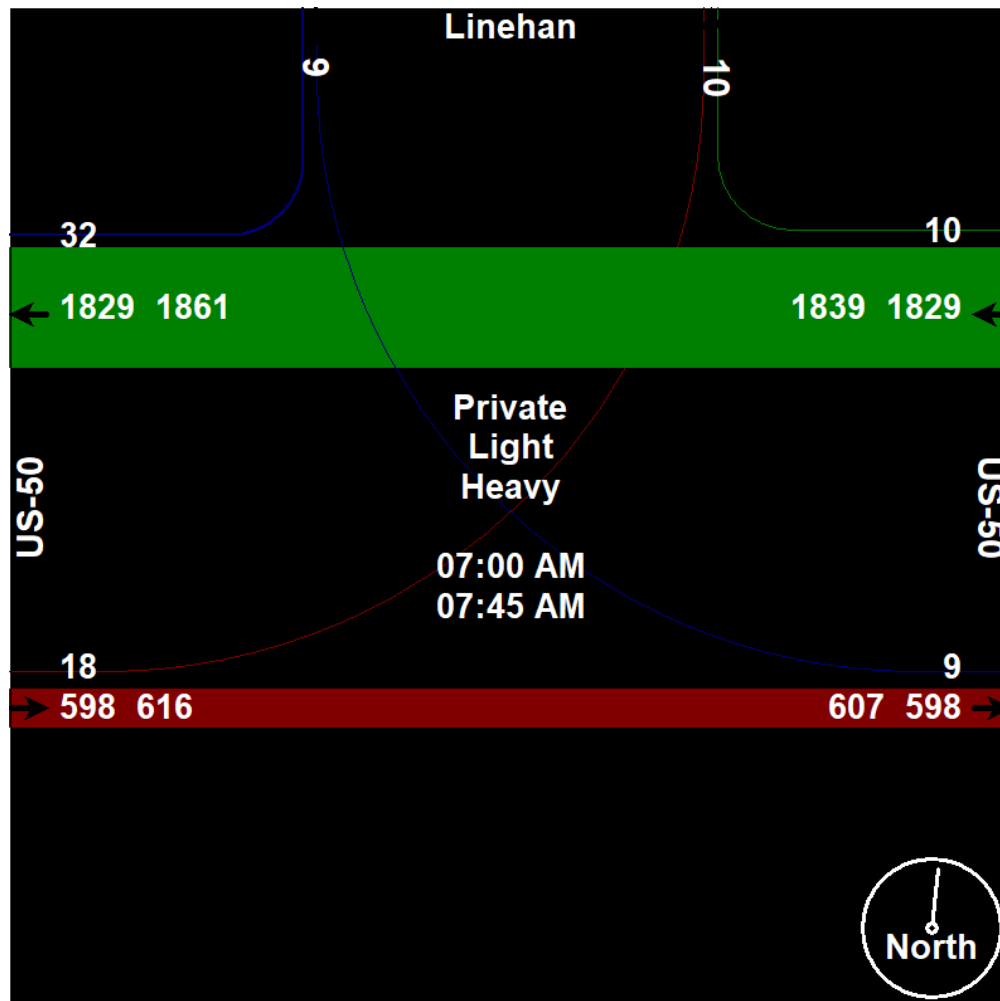




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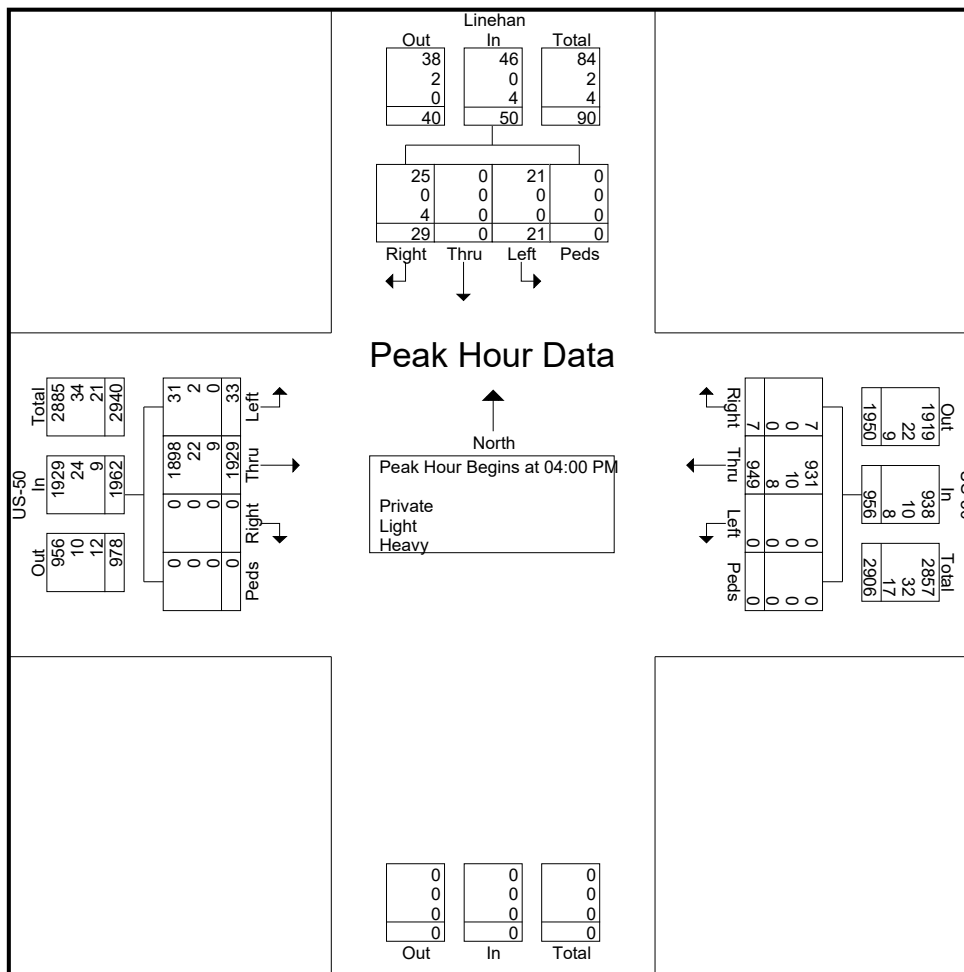


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File Name : US-50 and Linehan Road  
Site Code : 00000000  
Start Date : 11/1/2023  
Page No : 7

|                                                            | Linehan Southbound |      |      |      |            | US-50 Westbound |      |      |      |            | Northbound | US-50 Eastbound |      |      |      |            |            |
|------------------------------------------------------------|--------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|-----------------|------|------|------|------------|------------|
| Start Time                                                 | Right              | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 |                    |      |      |      |            |                 |      |      |      |            |            |                 |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                    |      |      |      |            |                 |      |      |      |            |            |                 |      |      |      |            |            |
| 04:00 PM                                                   | 4                  | 0    | 6    | 0    | 10         | 3               | 263  | 0    | 0    | 266        | 0          | 0               | 457  | 10   | 0    | 467        | 743        |
| 04:15 PM                                                   | 8                  | 0    | 5    | 0    | 13         | 2               | 237  | 0    | 0    | 239        | 0          | 0               | 491  | 8    | 0    | 499        | 751        |
| 04:30 PM                                                   | 9                  | 0    | 7    | 0    | 16         | 1               | 231  | 0    | 0    | 232        | 0          | 0               | 494  | 9    | 0    | 503        | 751        |
| 04:45 PM                                                   | 8                  | 0    | 3    | 0    | 11         | 1               | 218  | 0    | 0    | 219        | 0          | 0               | 487  | 6    | 0    | 493        | 723        |
| Total Volume                                               | 29                 | 0    | 21   | 0    | 50         | 7               | 949  | 0    | 0    | 956        | 0          | 0               | 1929 | 33   | 0    | 1962       | 2968       |
| % App. Total                                               | 58                 | 0    | 42   | 0    |            | 0.7             | 99.3 | 0    | 0    |            |            | 0               | 98.3 | 1.7  | 0    |            |            |
| PHF                                                        | .806               | .000 | .750 | .000 | .781       | .583            | .902 | .000 | .000 | .898       | .000       | .000            | .976 | .825 | .000 | .975       | .988       |
| Private                                                    | 25                 | 0    | 21   | 0    | 46         | 7               | 931  | 0    | 0    | 938        | 0          | 0               | 1898 | 31   | 0    | 1929       | 2913       |
| % Private                                                  | 86.2               | 0    | 100  | 0    | 92.0       | 100             | 98.1 | 0    | 0    | 98.1       | 0          | 0               | 98.4 | 93.9 | 0    | 98.3       | 98.1       |
| Light                                                      | 0                  | 0    | 0    | 0    | 0          | 0               | 10   | 0    | 0    | 10         | 0          | 0               | 22   | 2    | 0    | 24         | 34         |
| % Light                                                    | 0                  | 0    | 0    | 0    | 0          | 0               | 1.1  | 0    | 0    | 1.0        | 0          | 0               | 1.1  | 6.1  | 0    | 1.2        | 1.1        |
| Heavy                                                      | 4                  | 0    | 0    | 0    | 4          | 0               | 8    | 0    | 0    | 8          | 0          | 0               | 9    | 0    | 0    | 9          | 21         |
| % Heavy                                                    | 13.8               | 0    | 0    | 0    | 8.0        | 0               | 0.8  | 0    | 0    | 0.8        | 0          | 0               | 0.5  | 0    | 0    | 0.5        | 0.7        |

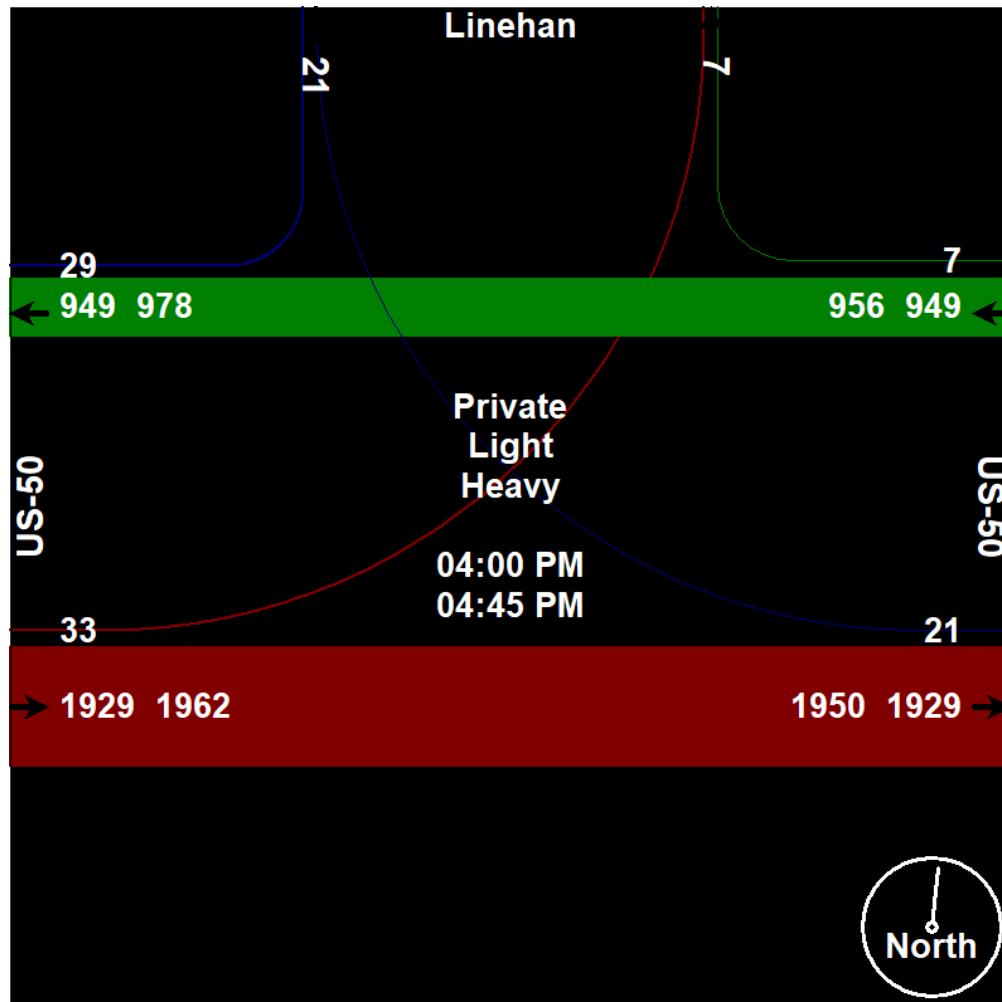




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Start Date : 11/1/2023  
Page No : 8





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US-50 E. Carson Complete Streets Study  
Turning Movement Classification Count  
US-50 & Lompa Lane

File Name : US-50 and Lompa Lane  
Site Code : 00000000  
Start Date : 10/31/2023  
Page No : 1

Groups Printed- Private - Light - Heavy

|               | Lompa Southbound |      |      |      |            | US-50 Westbound |      |      |      |            | Lompa Northbound |      |      |      |            | US-50 Eastbound |      |      |      |            |            |
|---------------|------------------|------|------|------|------------|-----------------|------|------|------|------------|------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|
| Start Time    | Right            | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Right            | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM      | 27               | 6    | 8    | 0    | 41         | 7               | 299  | 3    | 0    | 309        | 2                | 7    | 37   | 0    | 46         | 20              | 143  | 10   | 0    | 173        | 569        |
| 07:15 AM      | 29               | 7    | 7    | 0    | 43         | 9               | 377  | 0    | 0    | 386        | 2                | 8    | 55   | 0    | 65         | 25              | 159  | 8    | 0    | 192        | 686        |
| 07:30 AM      | 22               | 7    | 5    | 0    | 34         | 9               | 346  | 5    | 0    | 360        | 10               | 4    | 35   | 0    | 49         | 24              | 187  | 6    | 0    | 217        | 660        |
| 07:45 AM      | 27               | 9    | 11   | 0    | 47         | 17              | 345  | 1    | 0    | 363        | 7                | 13   | 41   | 0    | 61         | 16              | 158  | 12   | 0    | 186        | 657        |
| Total         | 105              | 29   | 31   | 0    | 165        | 42              | 1367 | 9    | 0    | 1418       | 21               | 32   | 168  | 0    | 221        | 85              | 647  | 36   | 0    | 768        | 2572       |
| 08:00 AM      | 23               | 7    | 10   | 0    | 40         | 9               | 311  | 3    | 0    | 323        | 5                | 5    | 20   | 0    | 30         | 26              | 145  | 6    | 0    | 177        | 570        |
| 08:15 AM      | 20               | 7    | 14   | 0    | 41         | 11              | 258  | 7    | 0    | 276        | 3                | 5    | 35   | 0    | 43         | 17              | 167  | 10   | 0    | 194        | 554        |
| 08:30 AM      | 13               | 6    | 5    | 0    | 24         | 4               | 240  | 3    | 0    | 247        | 6                | 5    | 33   | 0    | 44         | 14              | 155  | 7    | 0    | 176        | 491        |
| 08:45 AM      | 15               | 3    | 11   | 0    | 29         | 10              | 262  | 6    | 0    | 278        | 5                | 2    | 32   | 0    | 39         | 14              | 153  | 6    | 0    | 173        | 519        |
| Total         | 71               | 23   | 40   | 0    | 134        | 34              | 1071 | 19   | 0    | 1124       | 19               | 17   | 120  | 0    | 156        | 71              | 620  | 29   | 0    | 720        | 2134       |
| *** BREAK *** |                  |      |      |      |            |                 |      |      |      |            |                  |      |      |      |            |                 |      |      |      |            |            |
| 04:00 PM      | 15               | 7    | 18   | 0    | 40         | 18              | 289  | 9    | 0    | 316        | 8                | 5    | 26   | 0    | 39         | 57              | 290  | 17   | 0    | 364        | 759        |
| 04:15 PM      | 25               | 11   | 15   | 0    | 51         | 22              | 260  | 9    | 0    | 291        | 7                | 8    | 42   | 0    | 57         | 48              | 315  | 19   | 0    | 382        | 781        |
| 04:30 PM      | 21               | 11   | 19   | 0    | 51         | 18              | 284  | 4    | 0    | 306        | 7                | 7    | 27   | 0    | 41         | 41              | 364  | 26   | 0    | 431        | 829        |
| 04:45 PM      | 7                | 8    | 21   | 0    | 36         | 11              | 279  | 4    | 0    | 294        | 2                | 11   | 36   | 0    | 49         | 63              | 343  | 25   | 0    | 431        | 810        |
| Total         | 68               | 37   | 73   | 0    | 178        | 69              | 1112 | 26   | 0    | 1207       | 24               | 31   | 131  | 0    | 186        | 209             | 1312 | 87   | 0    | 1608       | 3179       |
| 05:00 PM      | 16               | 16   | 18   | 0    | 50         | 22              | 250  | 4    | 0    | 276        | 6                | 18   | 46   | 0    | 70         | 48              | 339  | 21   | 0    | 408        | 804        |
| 05:15 PM      | 19               | 14   | 21   | 0    | 54         | 27              | 257  | 7    | 0    | 291        | 7                | 9    | 31   | 0    | 47         | 44              | 339  | 20   | 0    | 403        | 795        |
| 05:30 PM      | 17               | 8    | 18   | 0    | 43         | 23              | 272  | 9    | 0    | 304        | 3                | 11   | 36   | 0    | 50         | 46              | 287  | 26   | 0    | 359        | 756        |
| 05:45 PM      | 17               | 6    | 11   | 0    | 34         | 22              | 224  | 8    | 0    | 254        | 7                | 12   | 26   | 0    | 45         | 36              | 200  | 12   | 0    | 248        | 581        |
| Total         | 69               | 44   | 68   | 0    | 181        | 94              | 1003 | 28   | 0    | 1125       | 23               | 50   | 139  | 0    | 212        | 174             | 1165 | 79   | 0    | 1418       | 2936       |
| Grand Total   | 313              | 133  | 212  | 0    | 658        | 239             | 4553 | 82   | 0    | 4874       | 87               | 130  | 558  | 0    | 775        | 539             | 3744 | 231  | 0    | 4514       | 10821      |
| Apprch %      | 47.6             | 20.2 | 32.2 | 0    |            | 4.9             | 93.4 | 1.7  | 0    |            | 11.2             | 16.8 | 72   | 0    |            | 11.9            | 82.9 | 5.1  | 0    |            |            |
| Total %       | 2.9              | 1.2  | 2    | 0    | 6.1        | 2.2             | 42.1 | 0.8  | 0    | 45         | 0.8              | 1.2  | 5.2  | 0    | 7.2        | 5               | 34.6 | 2.1  | 0    | 41.7       |            |
| Private       | 313              | 132  | 212  | 0    | 657        | 238             | 4380 |      |      |            |                  |      |      |      |            | 3593            |      |      |      |            | 10459      |
| % Private     | 100              | 99.2 | 100  | 0    | 99.8       | 99.6            | 96.2 | 97.6 | 0    | 96.4       | 96.6             | 98.5 | 97.8 | 0    | 97.8       | 97.2            | 96   | 99.1 | 0    | 96.3       | 96.7       |
| Light         | 0                | 1    | 0    | 0    | 1          | 1               | 101  | 2    | 0    | 104        | 1                | 2    | 8    | 0    | 11         | 8               | 96   | 2    | 0    | 106        | 222        |
| % Light       | 0                | 0.8  | 0    | 0    | 0.2        | 0.4             | 2.2  | 2.4  | 0    | 2.1        | 1.1              | 1.5  | 1.4  | 0    | 1.4        | 1.5             | 2.6  | 0.9  | 0    | 2.3        | 2.1        |
| Heavy         | 0                | 0    | 0    | 0    | 0          | 0               | 72   | 0    | 0    | 72         | 2                | 0    | 4    | 0    | 6          | 7               | 55   | 0    | 0    | 62         | 140        |
| % Heavy       | 0                | 0    | 0    | 0    | 0          | 0               | 1.6  | 0    | 0    | 1.5        | 2.3              | 0    | 0.7  | 0    | 0.8        | 1.3             | 1.5  | 0    | 0    | 1.4        | 1.3        |



## Silver State Traffic Data Collection, LLC

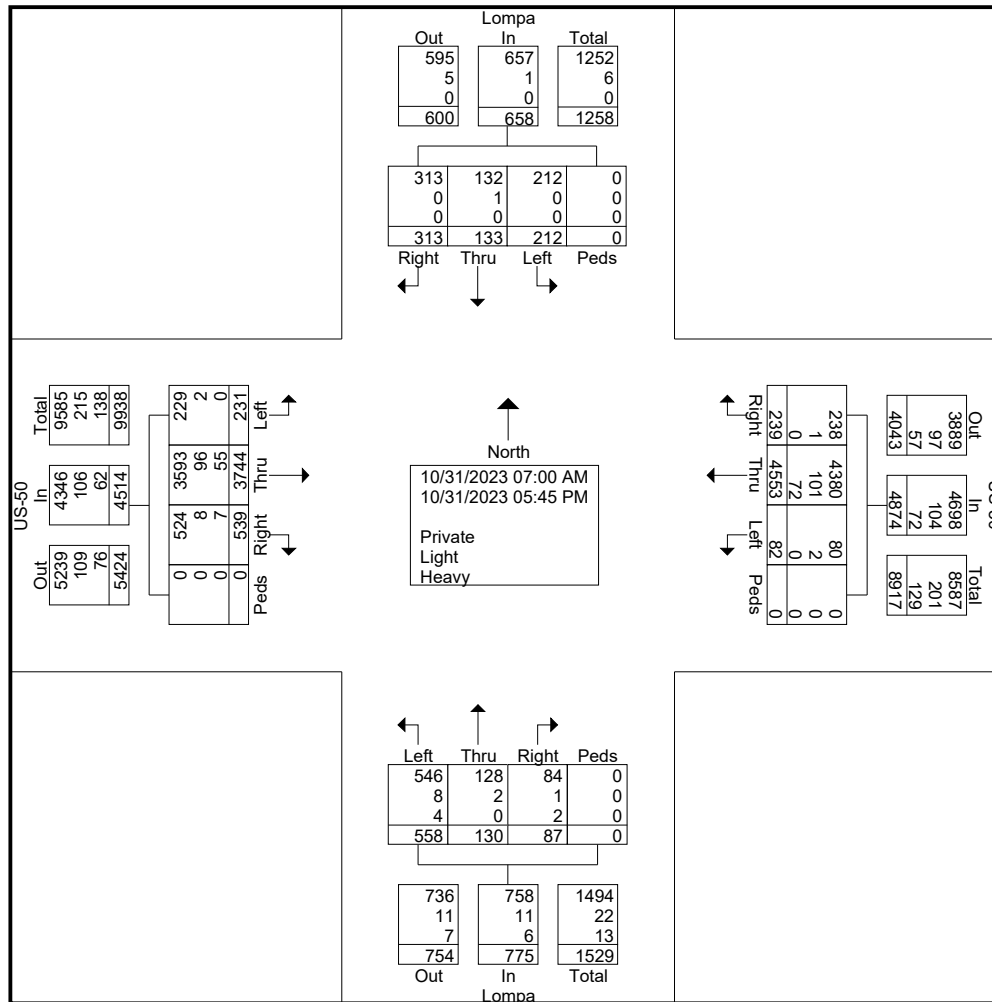
1819 Quarley Place  
Henderson, Nevada, 89014  
sstraffic@msn.com  
(702) 898-1968 - Office  
(702) 217-1968 - Cell

File Name : US-50 and Lompa Lane

Site Code : 00000000

Start Date : 10/31/2023

Page No : 2





## Silver State Traffic Data Collection, LLC

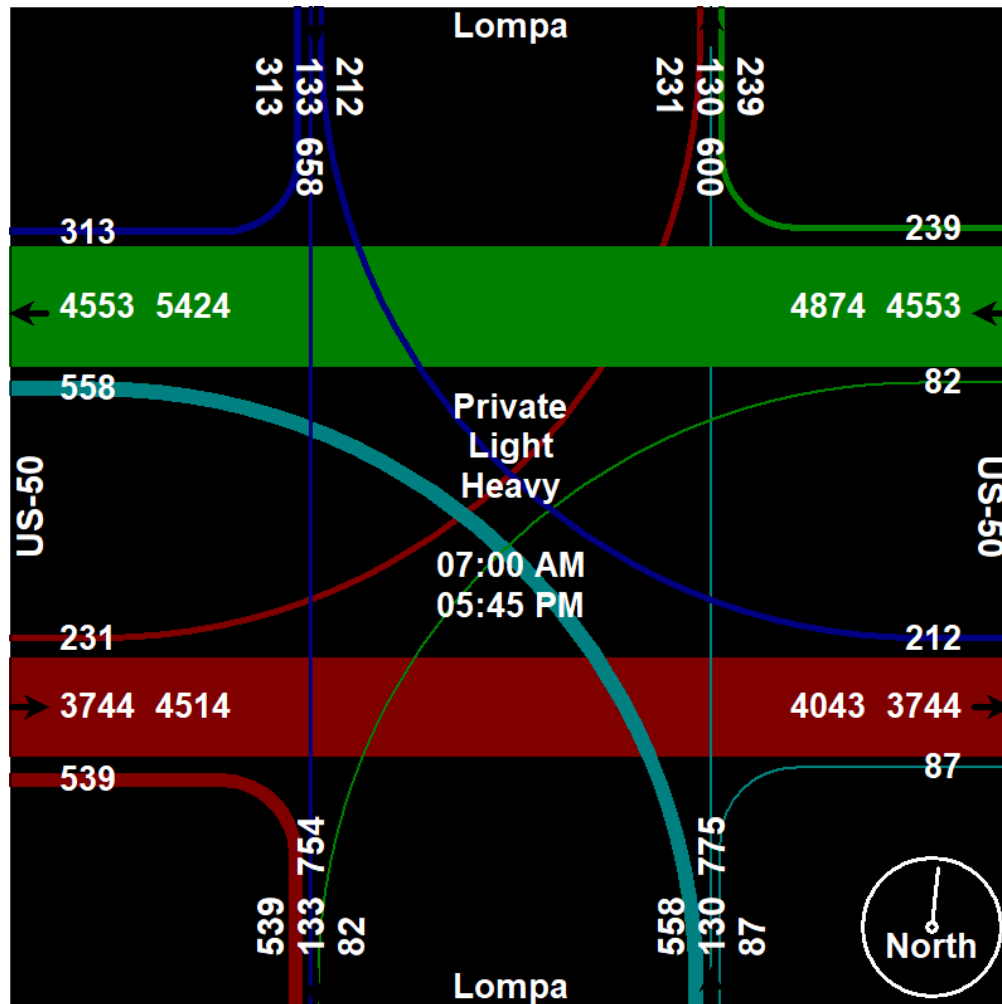
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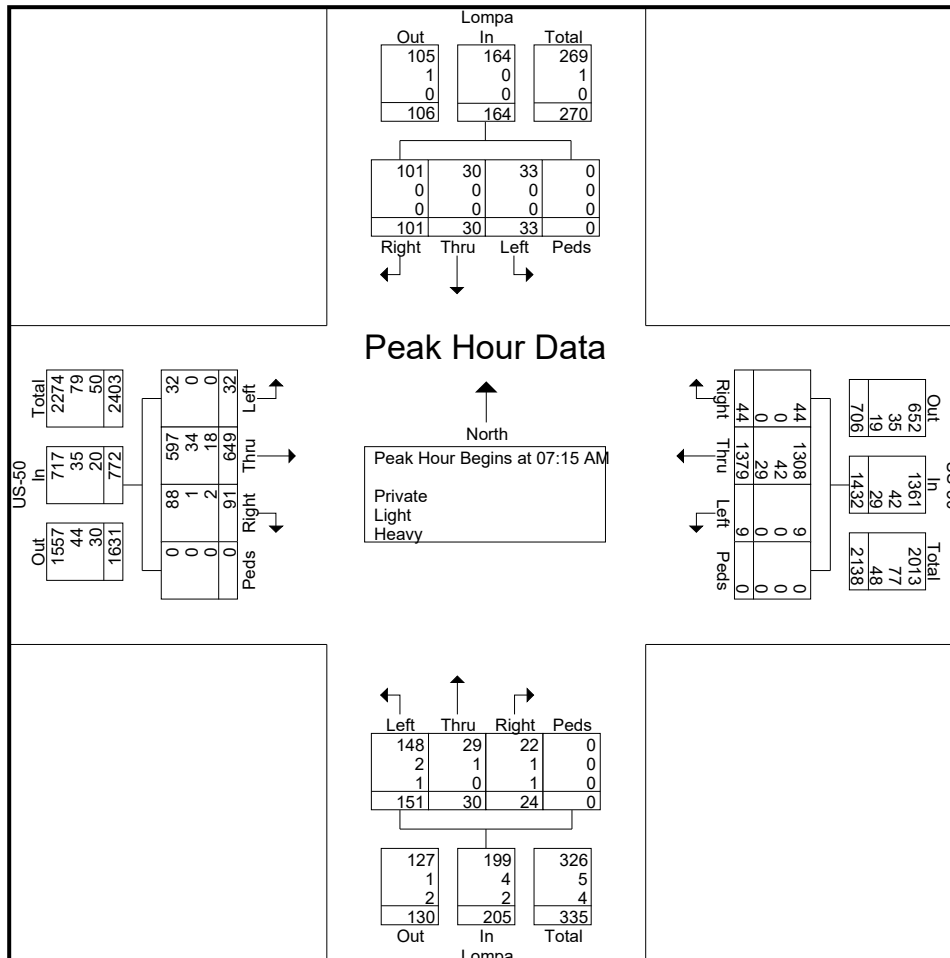


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Start Date : 10/31/2023  
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|                                                            | Lompa Southbound |      |      |      |            | US-50 Westbound |      |      |      |            | Lompa Northbound |      |      |      |            | US-50 Eastbound |      |      |      |            |            |
|------------------------------------------------------------|------------------|------|------|------|------------|-----------------|------|------|------|------------|------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|
| Start Time                                                 | Right            | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Right            | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 |                  |      |      |      |            |                 |      |      |      |            |                  |      |      |      |            |                 |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                  |      |      |      |            |                 |      |      |      |            |                  |      |      |      |            |                 |      |      |      |            |            |
| 07:15 AM                                                   | 29               | 7    | 7    | 0    | 43         | 9               | 377  | 0    | 0    | 386        | 2                | 8    | 55   | 0    | 65         | 25              | 159  | 8    | 0    | 192        | 686        |
| 07:30 AM                                                   | 22               | 7    | 5    | 0    | 34         | 9               | 346  | 5    | 0    | 360        | 10               | 4    | 35   | 0    | 49         | 24              | 187  | 6    | 0    | 217        | 660        |
| 07:45 AM                                                   | 27               | 9    | 11   | 0    | 47         | 17              | 345  | 1    | 0    | 363        | 7                | 13   | 41   | 0    | 61         | 16              | 158  | 12   | 0    | 186        | 657        |
| 08:00 AM                                                   | 23               | 7    | 10   | 0    | 40         | 9               | 311  | 3    | 0    | 323        | 5                | 5    | 20   | 0    | 30         | 26              | 145  | 6    | 0    | 177        | 570        |
| Total Volume                                               | 101              | 30   | 33   | 0    | 164        | 44              | 1379 | 9    | 0    | 1432       | 24               | 30   | 151  | 0    | 205        | 91              | 649  | 32   | 0    | 772        | 2573       |
| % App. Total                                               | 61.6             | 18.3 | 20.1 | 0    |            | 3.1             | 96.3 | 0.6  | 0    |            | 11.7             | 14.6 | 73.7 | 0    |            | 11.8            | 84.1 | 4.1  | 0    |            |            |
| PHF                                                        | .871             | .833 | .750 | .000 | .872       | .647            | .914 | .450 | .000 | .927       | .600             | .577 | .686 | .000 | .788       | .875            | .868 | .667 | .000 | .889       | .938       |
| Private                                                    | 101              | 30   | 33   | 0    | 164        | 44              | 1308 |      |      |            |                  |      |      |      |            |                 |      |      |      |            |            |
| % Private                                                  | 100              | 100  | 100  | 0    | 100        | 100             | 94.9 | 100  | 0    | 95.0       | 91.7             | 96.7 | 98.0 | 0    | 97.1       | 96.7            | 92.0 | 100  | 0    | 92.9       | 94.9       |
| Light                                                      | 0                | 0    | 0    | 0    | 0          | 0               | 42   | 0    | 0    | 42         | 1                | 1    | 2    | 0    | 4          | 1               | 34   | 0    | 0    | 35         | 81         |
| % Light                                                    | 0                | 0    | 0    | 0    | 0          | 0               | 3.0  | 0    | 0    | 2.9        | 4.2              | 3.3  | 1.3  | 0    | 2.0        | 1.1             | 5.2  | 0    | 0    | 4.5        | 3.1        |
| Heavy                                                      | 0                | 0    | 0    | 0    | 0          | 0               | 29   | 0    | 0    | 29         | 1                | 0    | 1    | 0    | 2          | 2               | 18   | 0    | 0    | 20         | 51         |
| % Heavy                                                    | 0                | 0    | 0    | 0    | 0          | 0               | 2.1  | 0    | 0    | 2.0        | 4.2              | 0    | 0.7  | 0    | 1.0        | 2.2             | 2.8  | 0    | 0    | 2.6        | 2.0        |



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The diagram illustrates the traffic flow at the intersection of US-50 and Lompa. It shows four approaches with traffic volumes for a specific time period (07:15 AM to 08:00 AM) highlighted in green. The approaches are labeled as follows:

- Northbound (Top):** Labeled "Lompa" at the top. Volumes include 33, 30, 164, 101, 32, 30, 106, 44, and 44.
- Southbound (Bottom):** Labeled "Lompa" at the bottom. Volumes include 16, 30, 130, 151, 30, 205, 24, 151, 32, 649, 772, 91, 706, 649, and 24.
- Eastbound (Left):** Labeled "US-50" on the left. Volumes include 101, 1379, 1631, 151, 32, 649, 772, and 91.
- Westbound (Right):** Labeled "US-50" on the right. Volumes include 1432, 1379, 9, 33, 706, 649, and 24.

A green band across the intersection indicates the time period 07:15 AM to 08:00 AM. A north arrow is located in the bottom right corner.

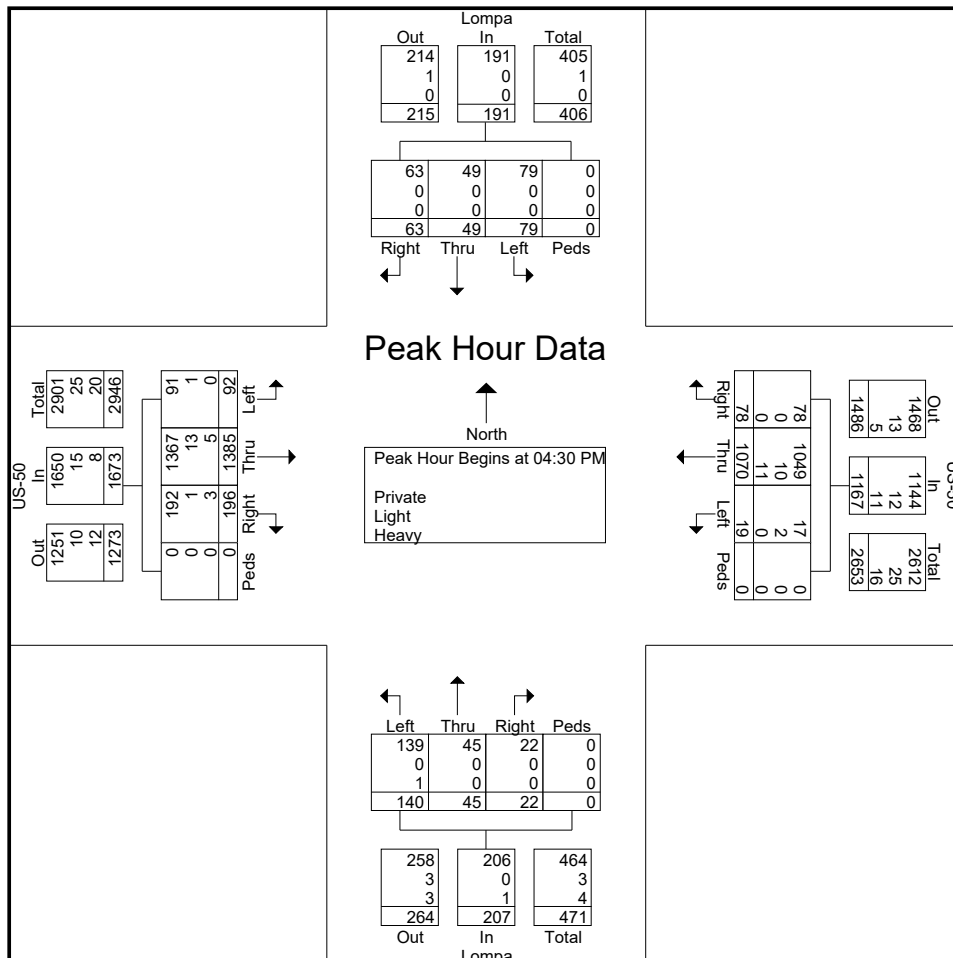


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File Name : US-50 and Lompa Lane  
Site Code : 00000000  
Start Date : 10/31/2023  
Page No : 6

|                                                            | Lompa Southbound |      |      |      |            | US-50 Westbound |      |      |      |            | Lompa Northbound |      |      |      |            | US-50 Eastbound |      |      |      |            |            |
|------------------------------------------------------------|------------------|------|------|------|------------|-----------------|------|------|------|------------|------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|
| Start Time                                                 | Right            | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Right            | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 |                  |      |      |      |            |                 |      |      |      |            |                  |      |      |      |            |                 |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:30 PM       |                  |      |      |      |            |                 |      |      |      |            |                  |      |      |      |            |                 |      |      |      |            |            |
| 04:30 PM                                                   | 21               | 11   | 19   | 0    | 51         | 18              | 284  | 4    | 0    | 306        | 7                | 7    | 27   | 0    | 41         | 41              | 364  | 26   | 0    | 431        | 829        |
| 04:45 PM                                                   | 7                | 8    | 21   | 0    | 36         | 11              | 279  | 4    | 0    | 294        | 2                | 11   | 36   | 0    | 49         | 63              | 343  | 25   | 0    | 431        | 810        |
| 05:00 PM                                                   | 16               | 16   | 18   | 0    | 50         | 22              | 250  | 4    | 0    | 276        | 6                | 18   | 46   | 0    | 70         | 48              | 339  | 21   | 0    | 408        | 804        |
| 05:15 PM                                                   | 19               | 14   | 21   | 0    | 54         | 27              | 257  | 7    | 0    | 291        | 7                | 9    | 31   | 0    | 47         | 44              | 339  | 20   | 0    | 403        | 795        |
| Total Volume                                               | 63               | 49   | 79   | 0    | 191        | 78              | 1070 | 19   | 0    | 1167       | 22               | 45   | 140  | 0    | 207        | 196             | 1385 | 92   | 0    | 1673       | 3238       |
| % App. Total                                               | 33               | 25.7 | 41.4 | 0    |            | 6.7             | 91.7 | 1.6  | 0    |            | 10.6             | 21.7 | 67.6 | 0    |            | 11.7            | 82.8 | 5.5  | 0    |            |            |
| PHF                                                        | .750             | .766 | .940 | .000 | .884       | .722            | .942 | .679 | .000 | .953       | .786             | .625 | .761 | .000 | .739       | .778            | .951 | .885 | .000 | .970       | .976       |
| Private                                                    | 63               | 49   | 79   | 0    | 191        | 78              | 1049 |      |      |            |                  |      |      |      |            | 1367            |      |      |      |            |            |
| % Private                                                  | 100              | 100  | 100  | 0    | 100        | 100             | 98.0 | 89.5 | 0    | 98.0       | 100              | 100  | 99.3 | 0    | 99.5       | 98.0            | 98.7 | 98.9 | 0    | 98.6       | 98.5       |
| Light                                                      | 0                | 0    | 0    | 0    | 0          | 0               | 10   | 2    | 0    | 12         | 0                | 0    | 0    | 0    | 0          | 1               | 13   | 1    | 0    | 15         | 27         |
| % Light                                                    | 0                | 0    | 0    | 0    | 0          | 0               | 0.9  | 10.5 | 0    | 1.0        | 0                | 0    | 0    | 0    | 0          | 0.5             | 0.9  | 1.1  | 0    | 0.9        | 0.8        |
| Heavy                                                      | 0                | 0    | 0    | 0    | 0          | 0               | 11   | 0    | 0    | 11         | 0                | 0    | 1    | 0    | 1          | 3               | 5    | 0    | 0    | 8          | 20         |
| % Heavy                                                    | 0                | 0    | 0    | 0    | 0          | 0               | 1.0  | 0    | 0    | 0.9        | 0                | 0    | 0.7  | 0    | 0.5        | 1.5             | 0.4  | 0    | 0    | 0.5        | 0.6        |

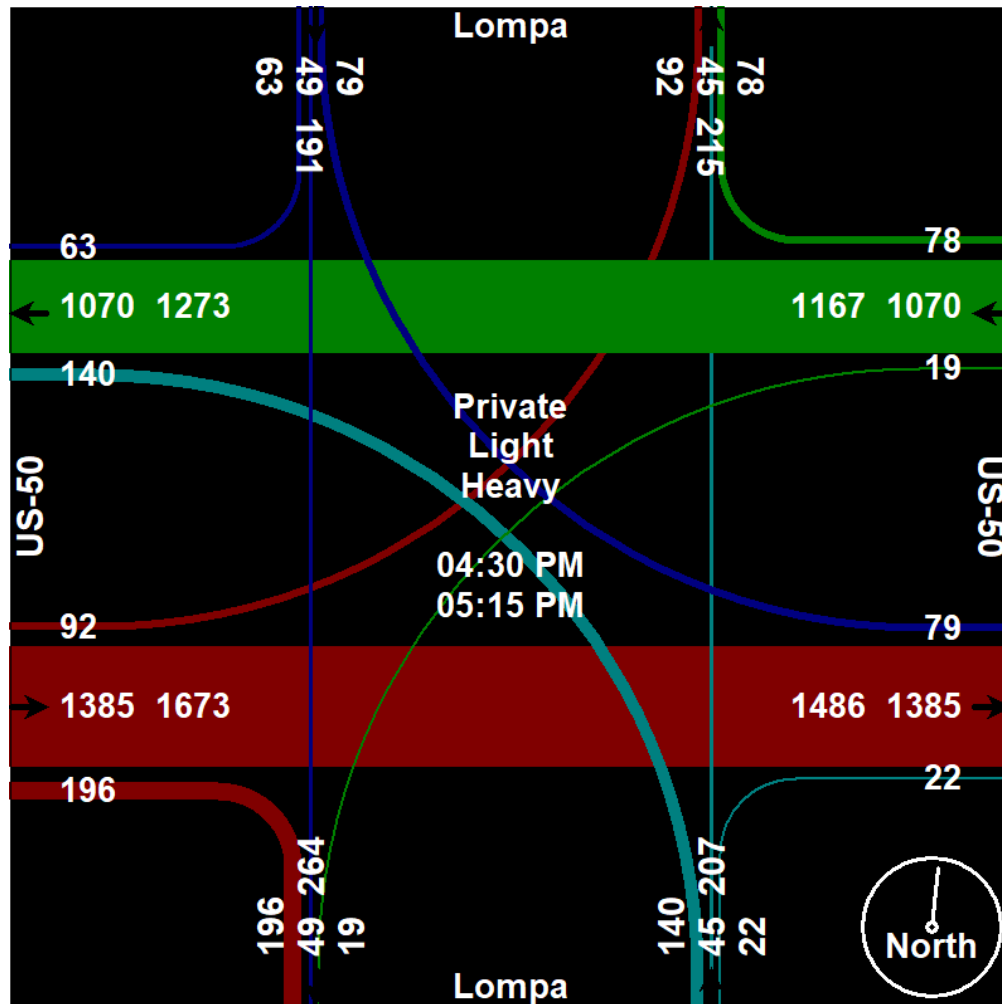




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1819 Quarley Place  
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Start Date : 10/31/2023  
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US-50 E. Carson Complete Streets Study  
Turning Movement Classification Count  
US-50 & Nye Lane

File Name : US-50 and Nye Lane  
Site Code : 00000000  
Start Date : 10/31/2023  
Page No : 1

Groups Printed- Private - Light - Heavy

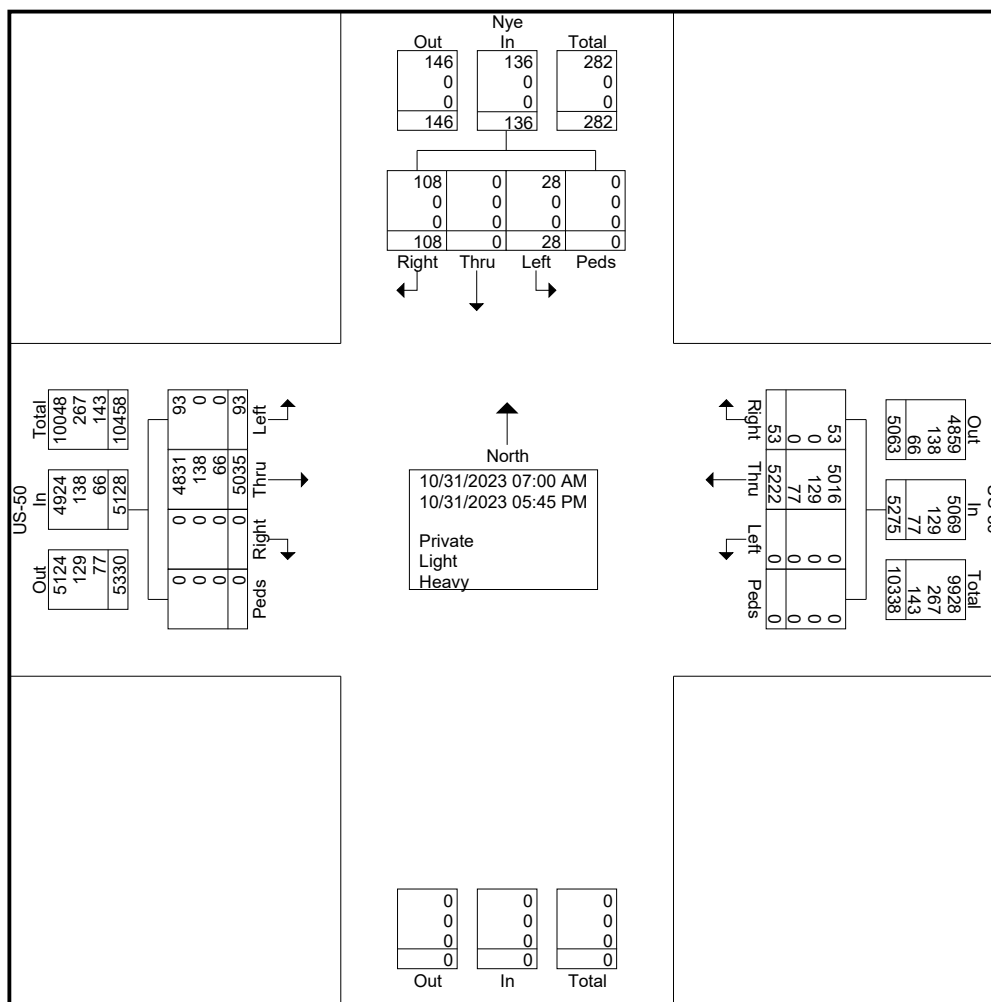
|               | Nye Southbound |      |      |      |            | US-50 Westbound |      |      |      |            | Northbound | US-50 Eastbound |      |      |      |            |            |
|---------------|----------------|------|------|------|------------|-----------------|------|------|------|------------|------------|-----------------|------|------|------|------------|------------|
| Start Time    | Right          | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM      | 2              | 0    | 0    | 0    | 2          | 2               | 380  | 0    | 0    | 382        | 0          | 0               | 169  | 9    | 0    | 178        | 562        |
| 07:15 AM      | 6              | 0    | 0    | 0    | 6          | 3               | 454  | 0    | 0    | 457        | 0          | 0               | 189  | 7    | 0    | 196        | 659        |
| 07:30 AM      | 3              | 0    | 0    | 0    | 3          | 3               | 421  | 0    | 0    | 424        | 0          | 0               | 228  | 5    | 0    | 233        | 660        |
| 07:45 AM      | 3              | 0    | 2    | 0    | 5          | 2               | 465  | 0    | 0    | 467        | 0          | 0               | 216  | 20   | 0    | 236        | 708        |
| Total         | 14             | 0    | 2    | 0    | 16         | 10              | 1720 | 0    | 0    | 1730       | 0          | 0               | 802  | 41   | 0    | 843        | 2589       |
| 08:00 AM      | 5              | 0    | 1    | 0    | 6          | 4               | 318  | 0    | 0    | 322        | 0          | 0               | 190  | 5    | 0    | 195        | 523        |
| 08:15 AM      | 5              | 0    | 0    | 0    | 5          | 3               | 289  | 0    | 0    | 292        | 0          | 0               | 185  | 11   | 0    | 196        | 493        |
| 08:30 AM      | 7              | 0    | 3    | 0    | 10         | 1               | 302  | 0    | 0    | 303        | 0          | 0               | 181  | 5    | 0    | 186        | 499        |
| 08:45 AM      | 3              | 0    | 2    | 0    | 5          | 4               | 311  | 0    | 0    | 315        | 0          | 0               | 156  | 0    | 0    | 156        | 476        |
| Total         | 20             | 0    | 6    | 0    | 26         | 12              | 1220 | 0    | 0    | 1232       | 0          | 0               | 712  | 21   | 0    | 733        | 1991       |
| *** BREAK *** |                |      |      |      |            |                 |      |      |      |            |            |                 |      |      |      |            |            |
| 04:00 PM      | 11             | 0    | 1    | 0    | 12         | 7               | 373  | 0    | 0    | 380        | 0          | 0               | 476  | 2    | 0    | 478        | 870        |
| 04:15 PM      | 5              | 0    | 2    | 0    | 7          | 5               | 300  | 0    | 0    | 305        | 0          | 0               | 452  | 5    | 0    | 457        | 769        |
| 04:30 PM      | 15             | 0    | 5    | 0    | 20         | 4               | 329  | 0    | 0    | 333        | 0          | 0               | 498  | 4    | 0    | 502        | 855        |
| 04:45 PM      | 6              | 0    | 2    | 0    | 8          | 7               | 288  | 0    | 0    | 295        | 0          | 0               | 498  | 2    | 0    | 500        | 803        |
| Total         | 37             | 0    | 10   | 0    | 47         | 23              | 1290 | 0    | 0    | 1313       | 0          | 0               | 1924 | 13   | 0    | 1937       | 3297       |
| 05:00 PM      | 20             | 0    | 5    | 0    | 25         | 3               | 278  | 0    | 0    | 281        | 0          | 0               | 452  | 6    | 0    | 458        | 764        |
| 05:15 PM      | 10             | 0    | 2    | 0    | 12         | 1               | 258  | 0    | 0    | 259        | 0          | 0               | 465  | 3    | 0    | 468        | 739        |
| 05:30 PM      | 4              | 0    | 2    | 0    | 6          | 1               | 243  | 0    | 0    | 244        | 0          | 0               | 386  | 2    | 0    | 388        | 638        |
| 05:45 PM      | 3              | 0    | 1    | 0    | 4          | 3               | 213  | 0    | 0    | 216        | 0          | 0               | 294  | 7    | 0    | 301        | 521        |
| Total         | 37             | 0    | 10   | 0    | 47         | 8               | 992  | 0    | 0    | 1000       | 0          | 0               | 1597 | 18   | 0    | 1615       | 2662       |
| Grand Total   | 108            | 0    | 28   | 0    | 136        | 53              | 5222 | 0    | 0    | 5275       | 0          | 0               | 5035 | 93   | 0    | 5128       | 10539      |
| Apprch %      | 79.4           | 0    | 20.6 | 0    |            | 1               | 99   | 0    | 0    |            |            | 0               | 98.2 | 1.8  | 0    |            |            |
| Total %       | 1              | 0    | 0.3  | 0    | 1.3        | 0.5             | 49.5 | 0    | 0    | 50.1       | 0          | 0               | 47.8 | 0.9  | 0    | 48.7       |            |
| Private       | 108            | 0    | 28   | 0    | 136        | 53              | 5016 | 0    | 0    | 5069       | 0          | 0               | 4831 | 93   | 0    | 4924       | 10129      |
| % Private     | 100            | 0    | 100  | 0    | 100        | 100             | 96.1 | 0    | 0    | 96.1       | 0          | 0               | 95.9 | 100  | 0    | 96         | 96.1       |
| Light         | 0              | 0    | 0    | 0    | 0          | 0               | 129  | 0    | 0    | 129        | 0          | 0               | 138  | 0    | 0    | 138        | 267        |
| % Light       | 0              | 0    | 0    | 0    | 0          | 0               | 2.5  | 0    | 0    | 2.4        | 0          | 0               | 2.7  | 0    | 0    | 2.7        | 2.5        |
| Heavy         | 0              | 0    | 0    | 0    | 0          | 0               | 77   | 0    | 0    | 77         | 0          | 0               | 66   | 0    | 0    | 66         | 143        |
| % Heavy       | 0              | 0    | 0    | 0    | 0          | 0               | 1.5  | 0    | 0    | 1.5        | 0          | 0               | 1.3  | 0    | 0    | 1.3        | 1.4        |



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File Name : US-50 and Nye Lane  
Site Code : 00000000  
Start Date : 10/31/2023  
Page No : 2

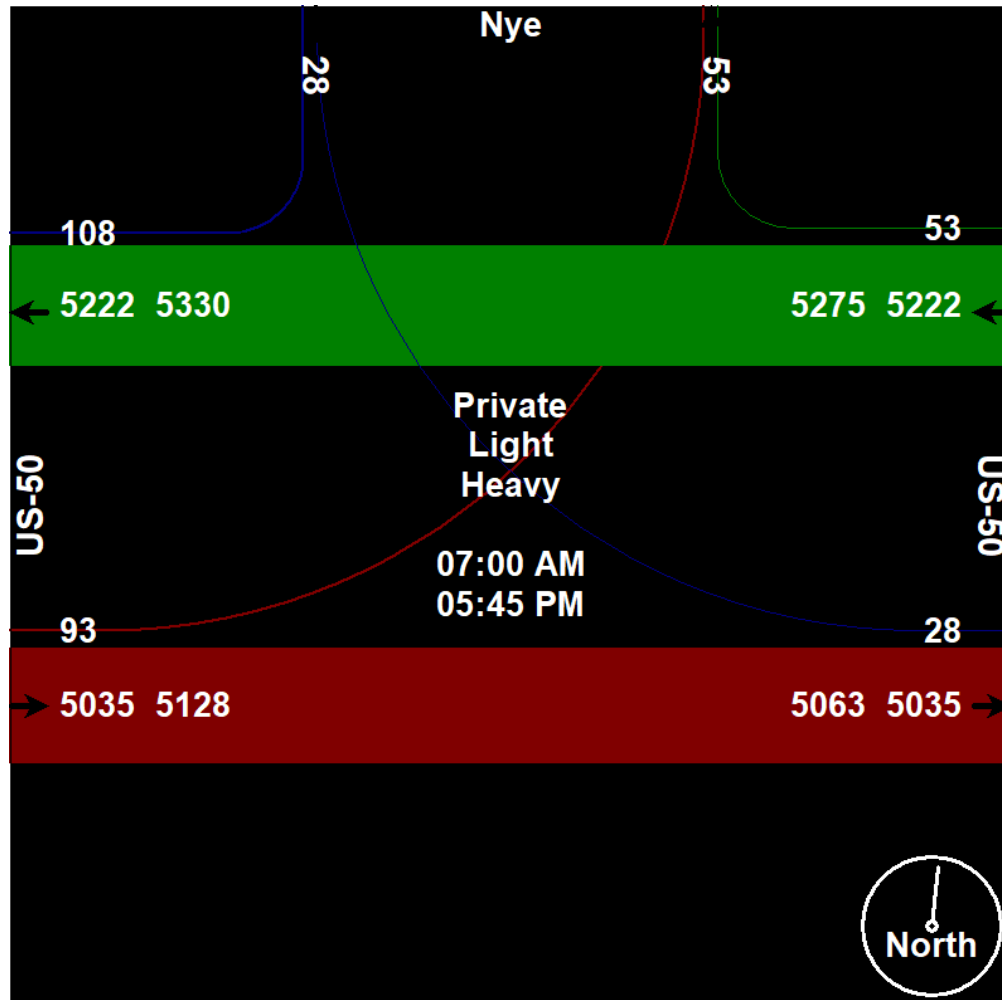




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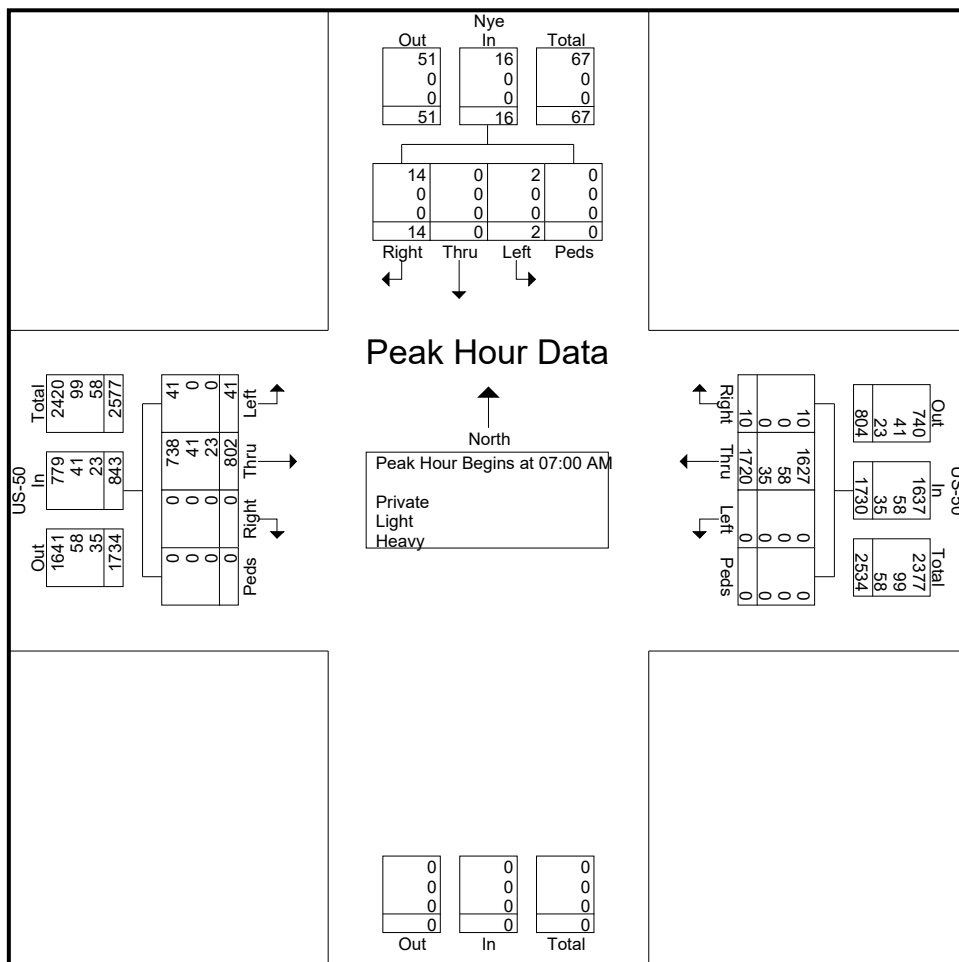


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|                                                            | Nye<br>Southbound |      |      |      |            | US-50<br>Westbound |      |      |      |            | North<br>bound | US-50<br>Eastbound |      |      |      |            | Int. Total |
|------------------------------------------------------------|-------------------|------|------|------|------------|--------------------|------|------|------|------------|----------------|--------------------|------|------|------|------------|------------|
| Start Time                                                 | Right             | Thru | Left | Peds | App. Total | Right              | Thru | Left | Peds | App. Total | App. Total     | Right              | Thru | Left | Peds | App. Total |            |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 |                   |      |      |      |            |                    |      |      |      |            |                |                    |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:00 AM       |                   |      |      |      |            |                    |      |      |      |            |                |                    |      |      |      |            |            |
| 07:00 AM                                                   | 2                 | 0    | 0    | 0    | 2          | 2                  | 380  | 0    | 0    | 382        | 0              | 0                  | 169  | 9    | 0    | 178        | 562        |
| 07:15 AM                                                   | 6                 | 0    | 0    | 0    | 6          | 3                  | 454  | 0    | 0    | 457        | 0              | 0                  | 189  | 7    | 0    | 196        | 659        |
| 07:30 AM                                                   | 3                 | 0    | 0    | 0    | 3          | 3                  | 421  | 0    | 0    | 424        | 0              | 0                  | 228  | 5    | 0    | 233        | 660        |
| 07:45 AM                                                   | 3                 | 0    | 2    | 0    | 5          | 2                  | 465  | 0    | 0    | 467        | 0              | 0                  | 216  | 20   | 0    | 236        | 708        |
| Total Volume                                               | 14                | 0    | 2    | 0    | 16         | 10                 | 1720 | 0    | 0    | 1730       | 0              | 0                  | 802  | 41   | 0    | 843        | 2589       |
| % App. Total                                               | 87.5              | 0    | 12.5 | 0    |            | 0.6                | 99.4 | 0    | 0    |            |                | 0                  | 95.1 | 4.9  | 0    |            |            |
| PHF                                                        | .583              | .000 | .250 | .000 | .667       | .833               | .925 | .000 | .000 | .926       | .000           | .000               | .879 | .513 | .000 | .893       | .914       |
| Private                                                    | 14                | 0    | 2    | 0    | 16         | 10                 | 1627 | 0    | 0    | 1637       | 0              | 0                  | 738  | 41   | 0    | 779        | 2432       |
| % Private                                                  | 100               | 0    | 100  | 0    | 100        | 100                | 94.6 | 0    | 0    | 94.6       | 0              | 0                  | 92.0 | 100  | 0    | 92.4       | 93.9       |
| Light                                                      | 0                 | 0    | 0    | 0    | 0          | 0                  | 58   | 0    | 0    | 58         | 0              | 0                  | 41   | 0    | 0    | 41         | 99         |
| % Light                                                    | 0                 | 0    | 0    | 0    | 0          | 0                  | 3.4  | 0    | 0    | 3.4        | 0              | 0                  | 5.1  | 0    | 0    | 4.9        | 3.8        |
| Heavy                                                      | 0                 | 0    | 0    | 0    | 0          | 0                  | 35   | 0    | 0    | 35         | 0              | 0                  | 23   | 0    | 0    | 23         | 58         |
| % Heavy                                                    | 0                 | 0    | 0    | 0    | 0          | 0                  | 2.0  | 0    | 0    | 2.0        | 0              | 0                  | 2.9  | 0    | 0    | 2.7        | 2.2        |

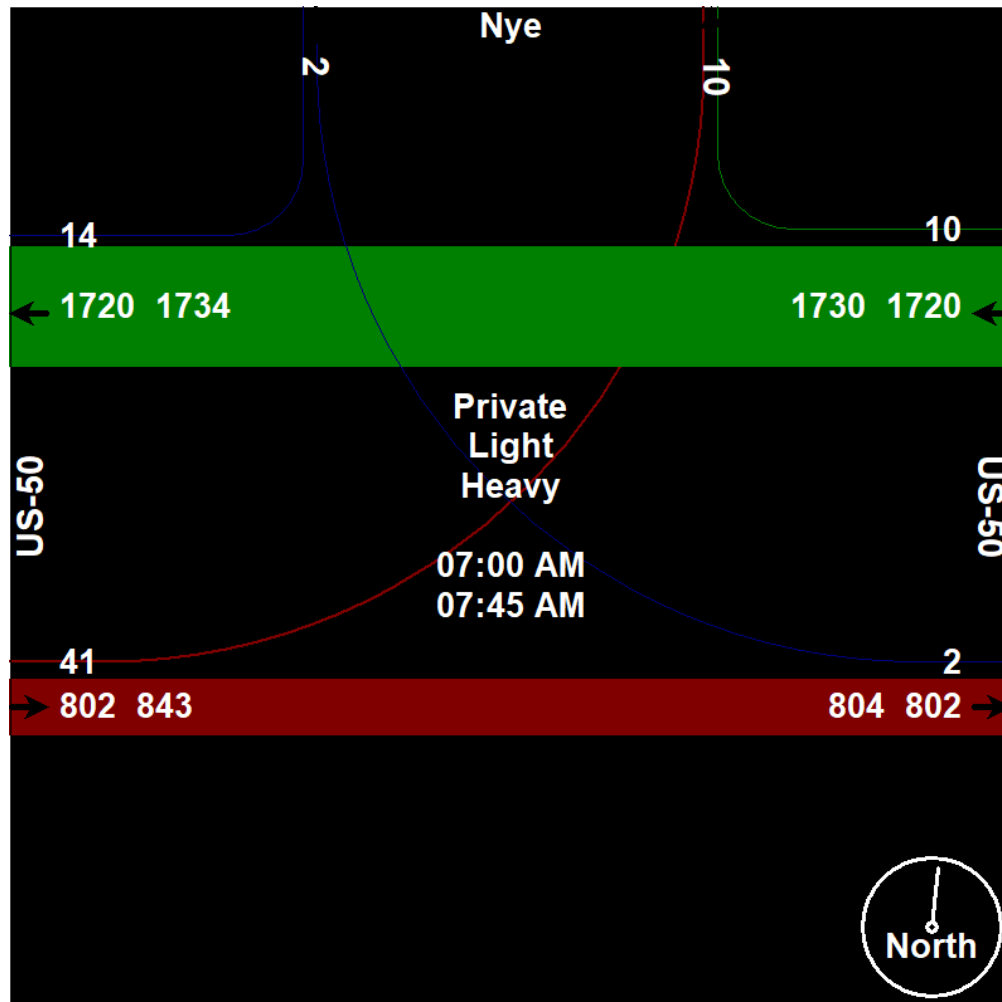




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Site Code : 00000000  
Start Date : 10/31/2023  
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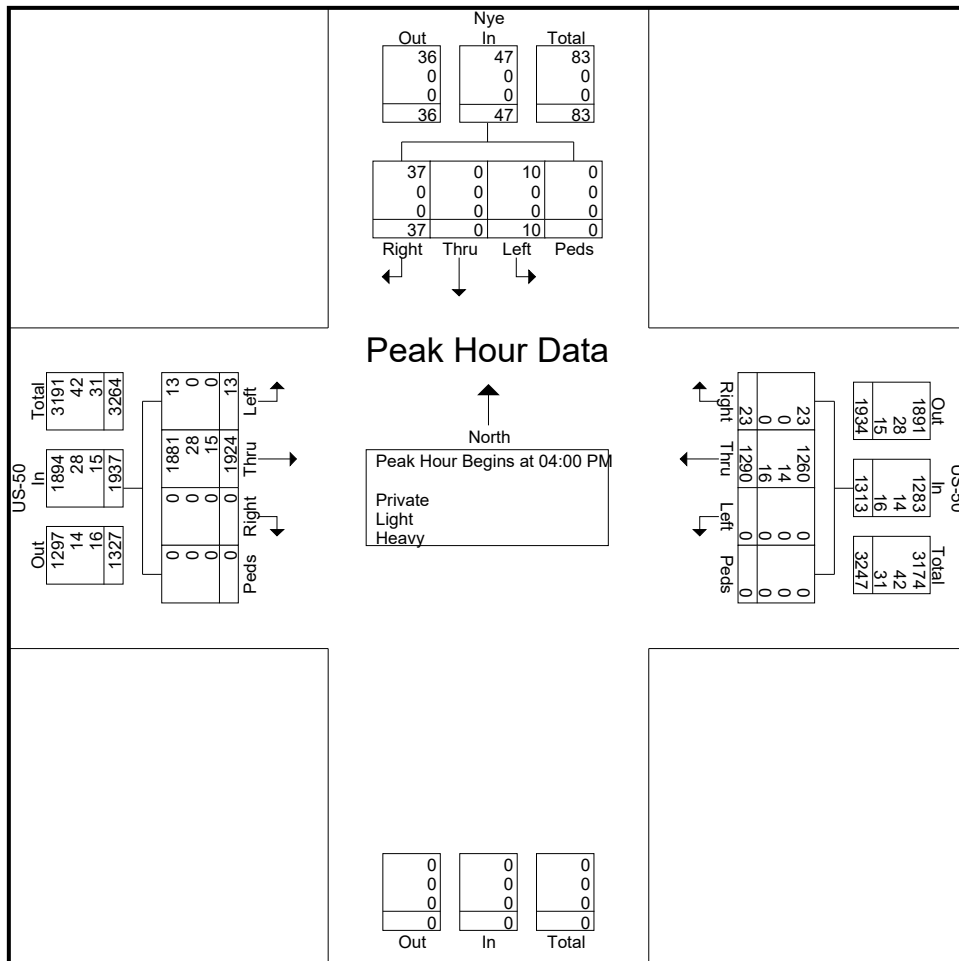


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|                                                            | Nye Southbound |      |      |      |            | US-50 Westbound |      |      |      |            | Northbound | US-50 Eastbound |      |      |      |            |            |
|------------------------------------------------------------|----------------|------|------|------|------------|-----------------|------|------|------|------------|------------|-----------------|------|------|------|------------|------------|
| Start Time                                                 | Right          | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 |                |      |      |      |            |                 |      |      |      |            |            |                 |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                |      |      |      |            |                 |      |      |      |            |            |                 |      |      |      |            |            |
| 04:00 PM                                                   | 11             | 0    | 1    | 0    | 12         | 7               | 373  | 0    | 0    | 380        | 0          | 0               | 476  | 2    | 0    | 478        | 870        |
| 04:15 PM                                                   | 5              | 0    | 2    | 0    | 7          | 5               | 300  | 0    | 0    | 305        | 0          | 0               | 452  | 5    | 0    | 457        | 769        |
| 04:30 PM                                                   | 15             | 0    | 5    | 0    | 20         | 4               | 329  | 0    | 0    | 333        | 0          | 0               | 498  | 4    | 0    | 502        | 855        |
| 04:45 PM                                                   | 6              | 0    | 2    | 0    | 8          | 7               | 288  | 0    | 0    | 295        | 0          | 0               | 498  | 2    | 0    | 500        | 803        |
| Total Volume                                               | 37             | 0    | 10   | 0    | 47         | 23              | 1290 | 0    | 0    | 1313       | 0          | 0               | 1924 | 13   | 0    | 1937       | 3297       |
| % App. Total                                               | 78.7           | 0    | 21.3 | 0    |            | 1.8             | 98.2 | 0    | 0    |            |            | 0               | 99.3 | 0.7  | 0    |            |            |
| PHF                                                        | .617           | .000 | .500 | .000 | .588       | .821            | .865 | .000 | .000 | .864       | .000       | .000            | .966 | .650 | .000 | .965       | .947       |
| Private                                                    | 37             | 0    | 10   | 0    | 47         | 23              | 1260 | 0    | 0    | 1283       | 0          | 0               | 1881 | 13   | 0    | 1894       | 3224       |
| % Private                                                  | 100            | 0    | 100  | 0    | 100        | 100             | 97.7 | 0    | 0    | 97.7       | 0          | 0               | 97.8 | 100  | 0    | 97.8       | 97.8       |
| Light                                                      | 0              | 0    | 0    | 0    | 0          | 0               | 14   | 0    | 0    | 14         | 0          | 0               | 28   | 0    | 0    | 28         | 42         |
| % Light                                                    | 0              | 0    | 0    | 0    | 0          | 0               | 1.1  | 0    | 0    | 1.1        | 0          | 0               | 1.5  | 0    | 0    | 1.4        | 1.3        |
| Heavy                                                      | 0              | 0    | 0    | 0    | 0          | 0               | 16   | 0    | 0    | 16         | 0          | 0               | 15   | 0    | 0    | 15         | 31         |
| % Heavy                                                    | 0              | 0    | 0    | 0    | 0          | 0               | 1.2  | 0    | 0    | 1.2        | 0          | 0               | 0.8  | 0    | 0    | 0.8        | 0.9        |

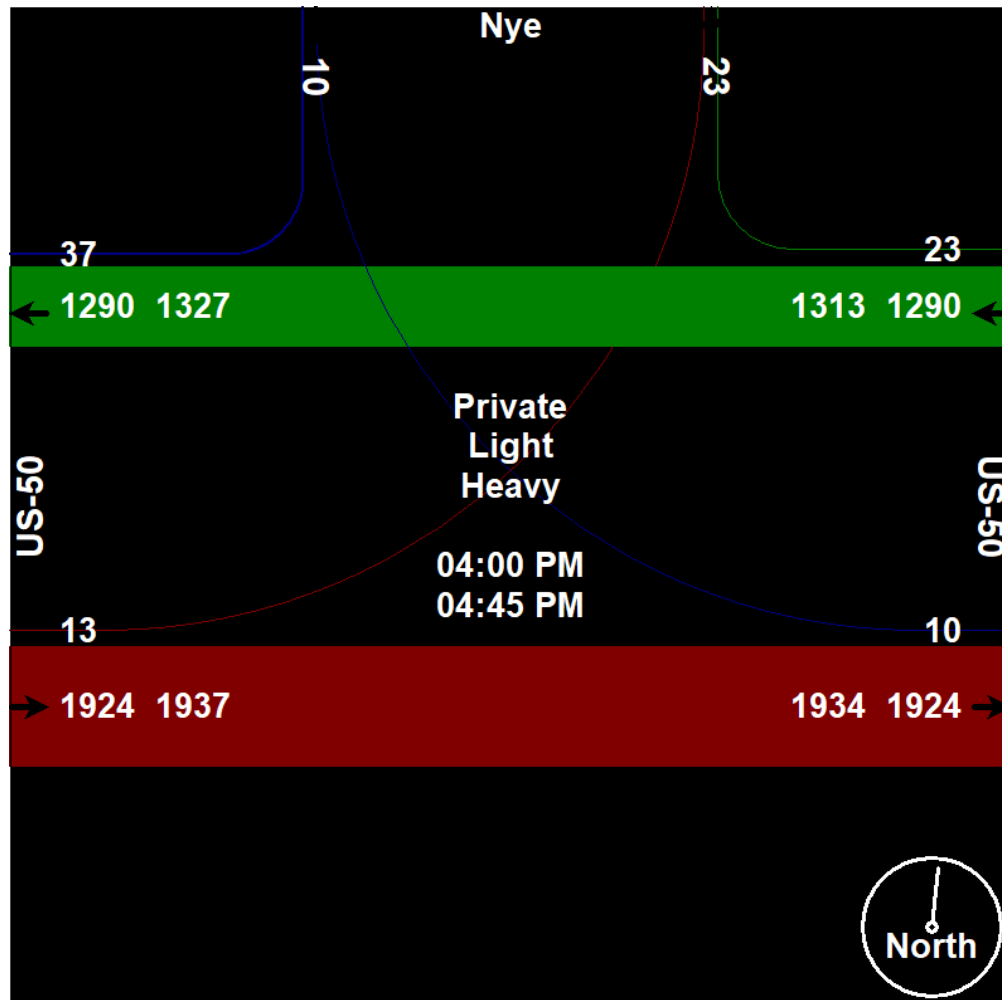




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US-50 E. Carson Complete Streets Study  
Turning Movement Classification Count  
US-50 & Ramps I-580

File Name : US-50 and Ramps I-580  
Site Code : 00000000  
Start Date : 10/31/2023  
Page No : 1

Groups Printed- Private - Light - Heavy

|               | Ramps I-580<br>Southbound |      |      |      |            | US-50<br>Westbound |      |      |      |            | Ramps I-580<br>Northbound |      |      |      |            | US-50<br>Eastbound |      |      |      |            |            |
|---------------|---------------------------|------|------|------|------------|--------------------|------|------|------|------------|---------------------------|------|------|------|------------|--------------------|------|------|------|------------|------------|
| Start Time    | Right                     | Thru | Left | Peds | App. Total | Right              | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right              | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM      | 62                        | 0    | 47   | 0    | 109        | 77                 | 177  | 118  | 0    | 372        | 51                        | 0    | 20   | 0    | 71         | 38                 | 88   | 32   | 0    | 158        | 710        |
| 07:15 AM      | 56                        | 0    | 47   | 0    | 103        | 108                | 251  | 91   | 0    | 450        | 40                        | 1    | 31   | 0    | 72         | 23                 | 115  | 29   | 0    | 167        | 792        |
| 07:30 AM      | 48                        | 0    | 46   | 0    | 94         | 91                 | 201  | 121  | 0    | 413        | 54                        | 0    | 31   | 0    | 85         | 42                 | 112  | 45   | 0    | 199        | 791        |
| 07:45 AM      | 79                        | 0    | 49   | 0    | 128        | 71                 | 226  | 104  | 0    | 401        | 52                        | 0    | 39   | 0    | 91         | 16                 | 95   | 32   | 0    | 143        | 763        |
| Total         | 245                       | 0    | 189  | 0    | 434        | 347                | 855  | 434  | 0    | 1636       | 197                       | 1    | 121  | 0    | 319        | 119                | 410  | 138  | 0    | 667        | 3056       |
| 08:00 AM      | 54                        | 0    | 61   | 0    | 115        | 63                 | 205  | 77   | 0    | 345        | 39                        | 0    | 28   | 0    | 67         | 21                 | 86   | 22   | 0    | 129        | 656        |
| 08:15 AM      | 56                        | 0    | 54   | 0    | 110        | 75                 | 148  | 89   | 0    | 312        | 51                        | 0    | 17   | 0    | 68         | 29                 | 98   | 55   | 0    | 182        | 672        |
| 08:30 AM      | 52                        | 1    | 27   | 0    | 80         | 62                 | 132  | 75   | 0    | 269        | 48                        | 0    | 19   | 0    | 67         | 22                 | 89   | 28   | 0    | 139        | 555        |
| 08:45 AM      | 54                        | 0    | 60   | 0    | 114        | 55                 | 148  | 87   | 0    | 290        | 35                        | 0    | 36   | 0    | 71         | 25                 | 89   | 21   | 0    | 135        | 610        |
| Total         | 216                       | 1    | 202  | 0    | 419        | 255                | 633  | 328  | 0    | 1216       | 173                       | 0    | 100  | 0    | 273        | 97                 | 362  | 126  | 0    | 585        | 2493       |
| *** BREAK *** |                           |      |      |      |            |                    |      |      |      |            |                           |      |      |      |            |                    |      |      |      |            |            |
| 04:00 PM      | 56                        | 0    | 79   | 0    | 135        | 81                 | 154  | 76   | 0    | 311        | 64                        | 0    | 28   | 0    | 92         | 49                 | 224  | 60   | 0    | 333        | 871        |
| 04:15 PM      | 56                        | 0    | 90   | 0    | 146        | 93                 | 167  | 80   | 0    | 340        | 91                        | 0    | 17   | 0    | 108        | 35                 | 215  | 49   | 0    | 299        | 893        |
| 04:30 PM      | 72                        | 0    | 78   | 0    | 150        | 85                 | 177  | 74   | 0    | 336        | 149                       | 0    | 63   | 0    | 212        | 34                 | 221  | 66   | 0    | 321        | 1019       |
| 04:45 PM      | 68                        | 0    | 112  | 0    | 180        | 62                 | 162  | 91   | 0    | 315        | 146                       | 0    | 52   | 0    | 198        | 47                 | 183  | 49   | 0    | 279        | 972        |
| Total         | 252                       | 0    | 359  | 0    | 611        | 321                | 660  | 321  | 0    | 1302       | 450                       | 0    | 160  | 0    | 610        | 165                | 843  | 224  | 0    | 1232       | 3755       |
| 05:00 PM      | 75                        | 0    | 90   | 0    | 165        | 68                 | 162  | 87   | 0    | 317        | 115                       | 0    | 34   | 0    | 149        | 50                 | 211  | 53   | 0    | 314        | 945        |
| 05:15 PM      | 76                        | 0    | 85   | 0    | 161        | 68                 | 170  | 82   | 0    | 320        | 122                       | 0    | 50   | 0    | 172        | 32                 | 207  | 55   | 0    | 294        | 947        |
| 05:30 PM      | 63                        | 0    | 90   | 0    | 153        | 74                 | 160  | 77   | 0    | 311        | 116                       | 0    | 51   | 0    | 167        | 29                 | 163  | 38   | 0    | 230        | 861        |
| 05:45 PM      | 50                        | 0    | 54   | 0    | 104        | 60                 | 159  | 60   | 0    | 279        | 85                        | 1    | 48   | 0    | 134        | 33                 | 115  | 36   | 0    | 184        | 701        |
| Total         | 264                       | 0    | 319  | 0    | 583        | 270                | 651  | 306  | 0    | 1227       | 438                       | 1    | 183  | 0    | 622        | 144                | 696  | 182  | 0    | 1022       | 3454       |
| Grand Total   | 977                       | 1    | 1069 | 0    | 2047       | 1193               | 2799 | 1389 | 0    | 5381       | 1258                      | 2    | 564  | 0    | 1824       | 525                | 2311 | 670  | 0    | 3506       | 12758      |
| Apprch %      | 47.7                      | 0    | 52.2 | 0    |            | 22.2               | 52   | 25.8 | 0    |            | 69                        | 0.1  | 30.9 | 0    |            | 15                 | 65.9 | 19.1 | 0    |            |            |
| Total %       | 7.7                       | 0    | 8.4  | 0    | 16         | 9.4                | 21.9 | 10.9 | 0    | 42.2       | 9.9                       | 0    | 4.4  | 0    | 14.3       | 4.1                | 18.1 | 5.3  | 0    | 27.5       |            |
| Private       | 977                       | 0    | 1069 |      |            | 1192               | 2626 | 1387 |      |            | 1255                      |      |      |      |            | 2160               |      |      |      |            | 12396      |
| % Private     | 100                       | 0    | 100  | 0    | 100        | 99.9               | 93.8 | 99.9 | 0    | 96.7       | 99.8                      | 0    | 97.9 | 0    | 99.1       | 97.1               | 93.5 | 99.7 | 0    | 95.2       | 97.2       |
| Light         | 0                         | 1    | 0    | 0    | 1          | 1                  | 101  | 2    | 0    | 104        | 1                         | 2    | 8    | 0    | 11         | 8                  | 96   | 2    | 0    | 106        | 222        |
| % Light       | 0                         | 100  | 0    | 0    | 0          | 0.1                | 3.6  | 0.1  | 0    | 1.9        | 0.1                       | 100  | 1.4  | 0    | 0.6        | 1.5                | 4.2  | 0.3  | 0    | 3          | 1.7        |
| Heavy         | 0                         | 0    | 0    | 0    | 0          | 0                  | 72   | 0    | 0    | 72         | 2                         | 0    | 4    | 0    | 6          | 7                  | 55   | 0    | 0    | 62         | 140        |
| % Heavy       | 0                         | 0    | 0    | 0    | 0          | 0                  | 2.6  | 0    | 0    | 1.3        | 0.2                       | 0    | 0.7  | 0    | 0.3        | 1.3                | 2.4  | 0    | 0    | 1.8        | 1.1        |



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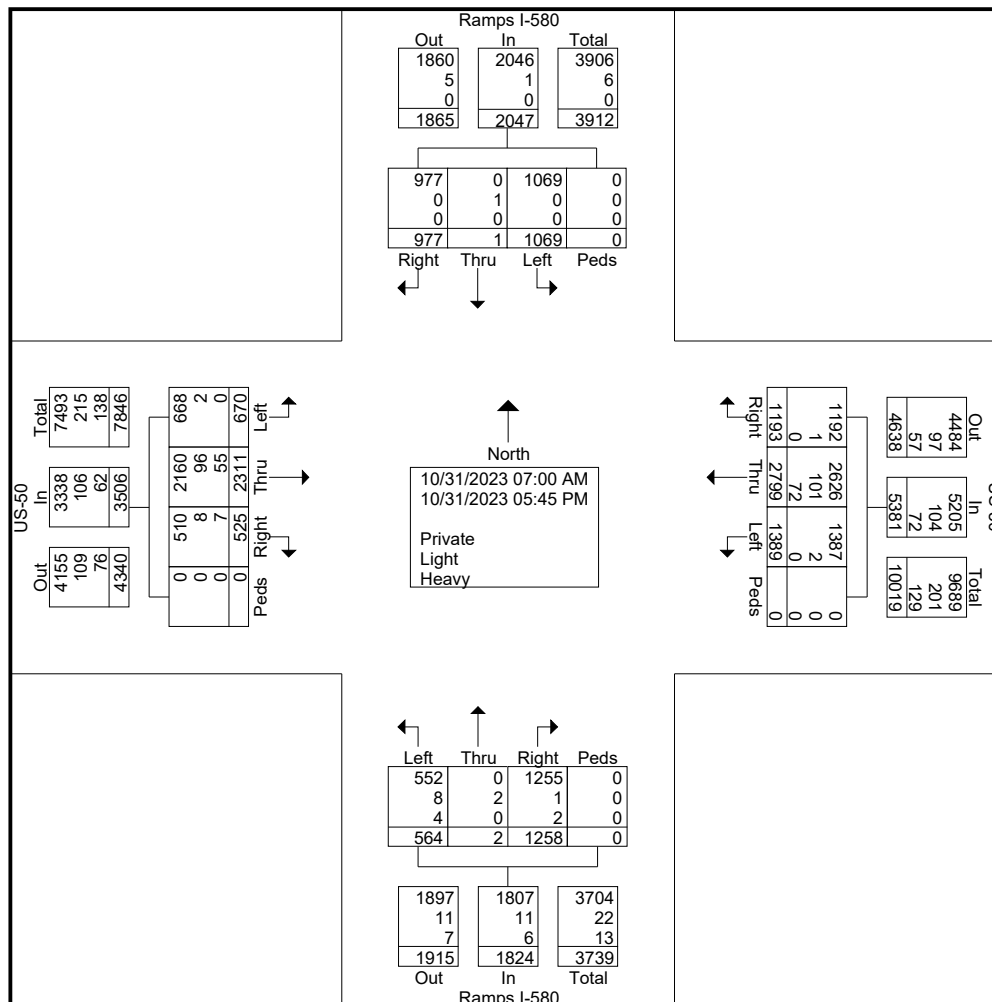
1819 Quarley Place  
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File Name : US-50 and Ramps I-580

Site Code : 00000000

Start Date : 10/31/2023

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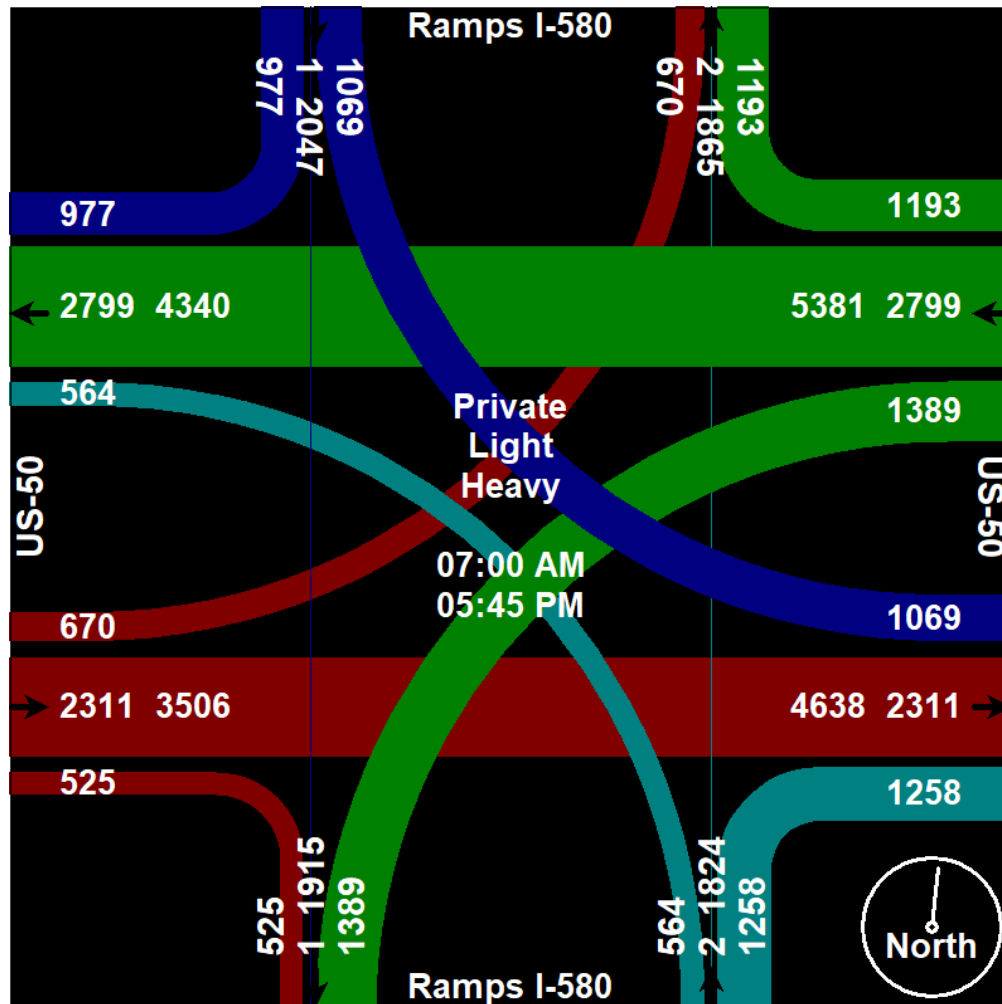




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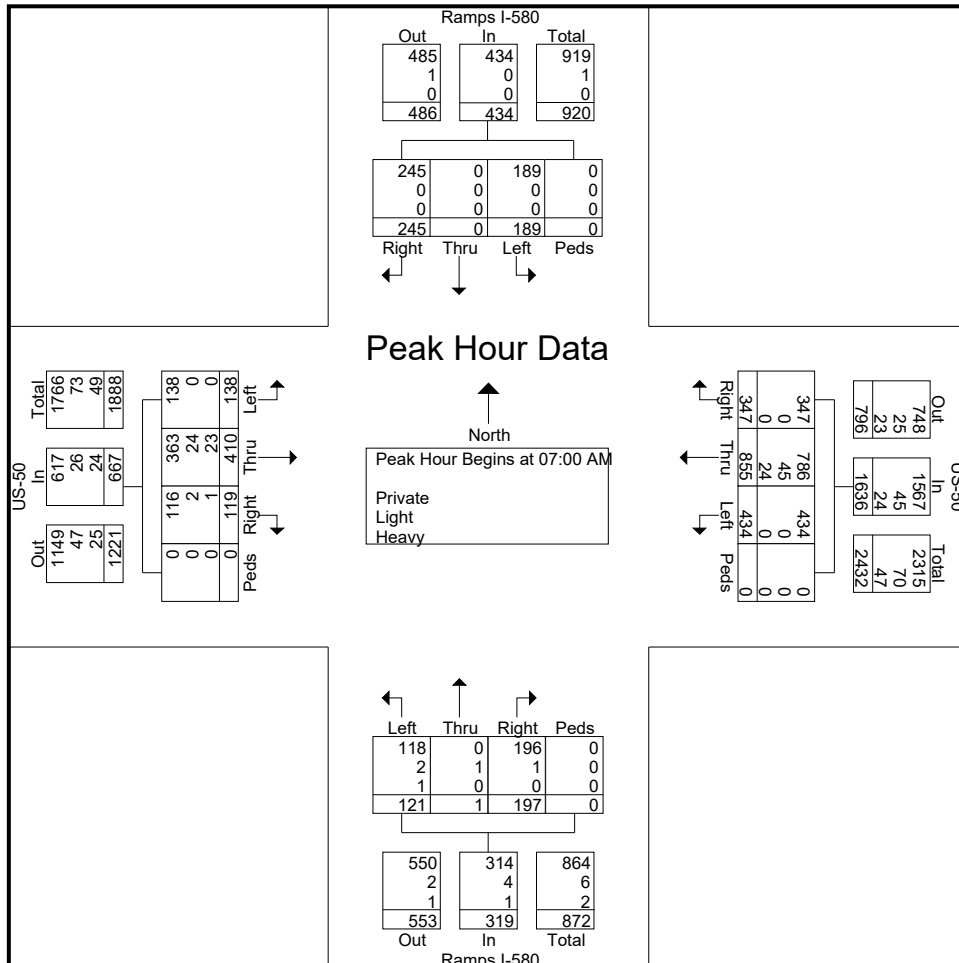


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|                                                            | Ramps I-580 Southbound |      |           |      |            | US-50 Westbound |            |            |      |            | Ramps I-580 Northbound |          |           |      |            | US-50 Eastbound |            |           |      |            |            |
|------------------------------------------------------------|------------------------|------|-----------|------|------------|-----------------|------------|------------|------|------------|------------------------|----------|-----------|------|------------|-----------------|------------|-----------|------|------------|------------|
| Start Time                                                 | Right                  | Thru | Left      | Peds | App. Total | Right           | Thru       | Left       | Peds | App. Total | Right                  | Thru     | Left      | Peds | App. Total | Right           | Thru       | Left      | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 |                        |      |           |      |            |                 |            |            |      |            |                        |          |           |      |            |                 |            |           |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:00 AM       |                        |      |           |      |            |                 |            |            |      |            |                        |          |           |      |            |                 |            |           |      |            |            |
| 07:00 AM                                                   | 62                     | 0    | 47        | 0    | 109        | 77              | 177        | 118        | 0    | 372        | 51                     | 0        | 20        | 0    | 71         | 38              | 88         | 32        | 0    | 158        | 710        |
| 07:15 AM                                                   | 56                     | 0    | 47        | 0    | 103        | <b>108</b>      | <b>251</b> | 91         | 0    | <b>450</b> | 40                     | <b>1</b> | 31        | 0    | 72         | 23              | <b>115</b> | 29        | 0    | 167        | <b>792</b> |
| 07:30 AM                                                   | 48                     | 0    | 46        | 0    | 94         | 91              | 201        | <b>121</b> | 0    | 413        | <b>54</b>              | 0        | 31        | 0    | 85         | <b>42</b>       | 112        | <b>45</b> | 0    | <b>199</b> | 791        |
| 07:45 AM                                                   | <b>79</b>              | 0    | <b>49</b> | 0    | <b>128</b> | 71              | 226        | 104        | 0    | 401        | 52                     | 0        | <b>39</b> | 0    | <b>91</b>  | 16              | 95         | 32        | 0    | 143        | 763        |
| Total Volume                                               | 245                    | 0    | 189       | 0    | 434        | 347             | 855        | 434        | 0    | 1636       | 197                    | 1        | 121       | 0    | 319        | 119             | 410        | 138       | 0    | 667        | 3056       |
| % App. Total                                               | 56.5                   | 0    | 43.5      | 0    |            | 21.2            | 52.3       | 26.5       | 0    |            | 61.8                   | 0.3      | 37.9      | 0    |            | 17.8            | 61.5       | 20.7      | 0    |            |            |
| PHF                                                        | .775                   | .000 | .964      | .000 | .848       | .803            | .852       | .897       | .000 | .909       | .912                   | .250     | .776      | .000 | .876       | .708            | .891       | .767      | .000 | .838       | .965       |
| Private                                                    | 245                    | 0    | 189       | 0    | 434        | 347             | 786        | 434        | 0    | 1567       | 196                    | 0        | 118       | 0    | 314        | 116             | 363        | 138       | 0    | 617        | 2932       |
| % Private                                                  | 100                    | 0    | 100       | 0    | 100        | 100             | 91.9       | 100        | 0    | 95.8       | 99.5                   | 0        | 97.5      | 0    | 98.4       | 97.5            | 88.5       | 100       | 0    | 92.5       | 95.9       |
| Light                                                      | 0                      | 0    | 0         | 0    | 0          | 0               | 45         | 0          | 0    | 45         | 1                      | 1        | 2         | 0    | 4          | 2               | 24         | 0         | 0    | 26         | 75         |
| % Light                                                    | 0                      | 0    | 0         | 0    | 0          | 0               | 5.3        | 0          | 0    | 2.8        | 0.5                    | 100      | 1.7       | 0    | 1.3        | 1.7             | 5.9        | 0         | 0    | 3.9        | 2.5        |
| Heavy                                                      | 0                      | 0    | 0         | 0    | 0          | 0               | 24         | 0          | 0    | 24         | 0                      | 0        | 1         | 0    | 1          | 1               | 23         | 0         | 0    | 24         | 49         |
| % Heavy                                                    | 0                      | 0    | 0         | 0    | 0          | 0               | 2.8        | 0          | 0    | 1.5        | 0                      | 0        | 0.8       | 0    | 0.3        | 0.8             | 5.6        | 0         | 0    | 3.6        | 1.6        |

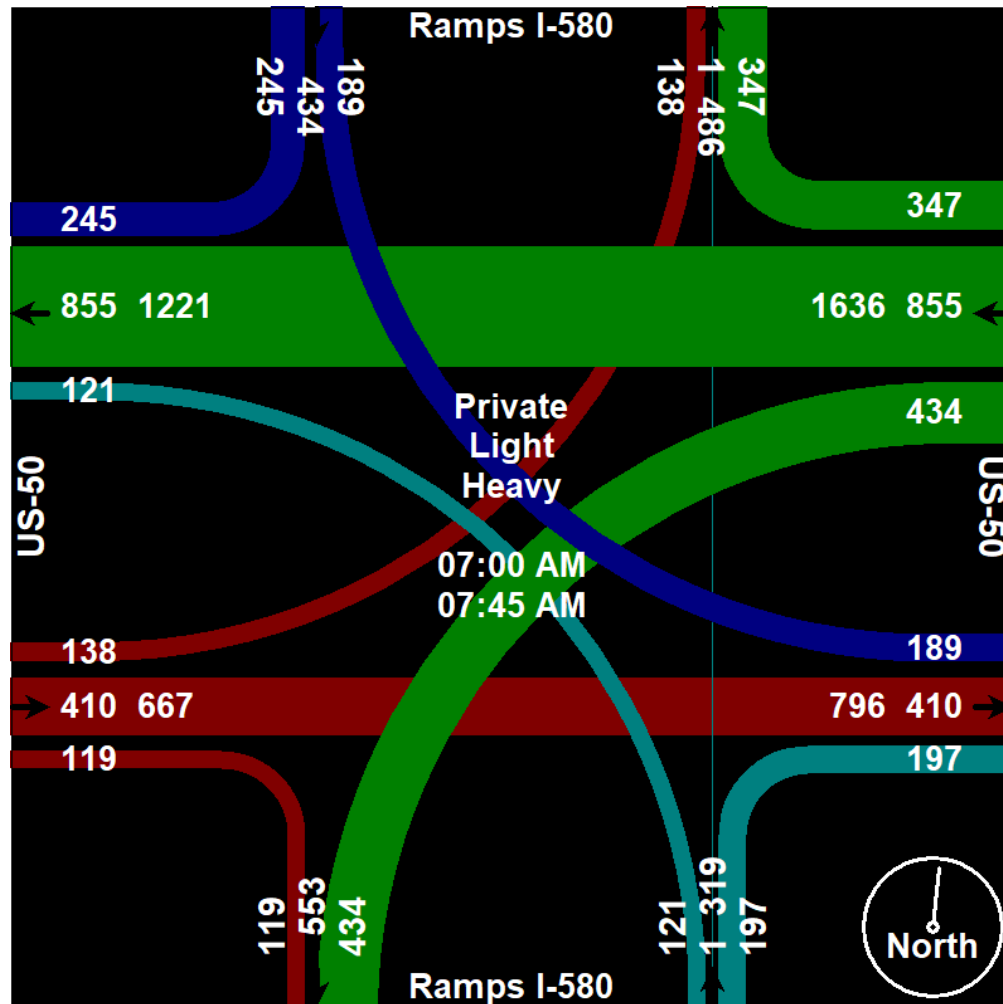




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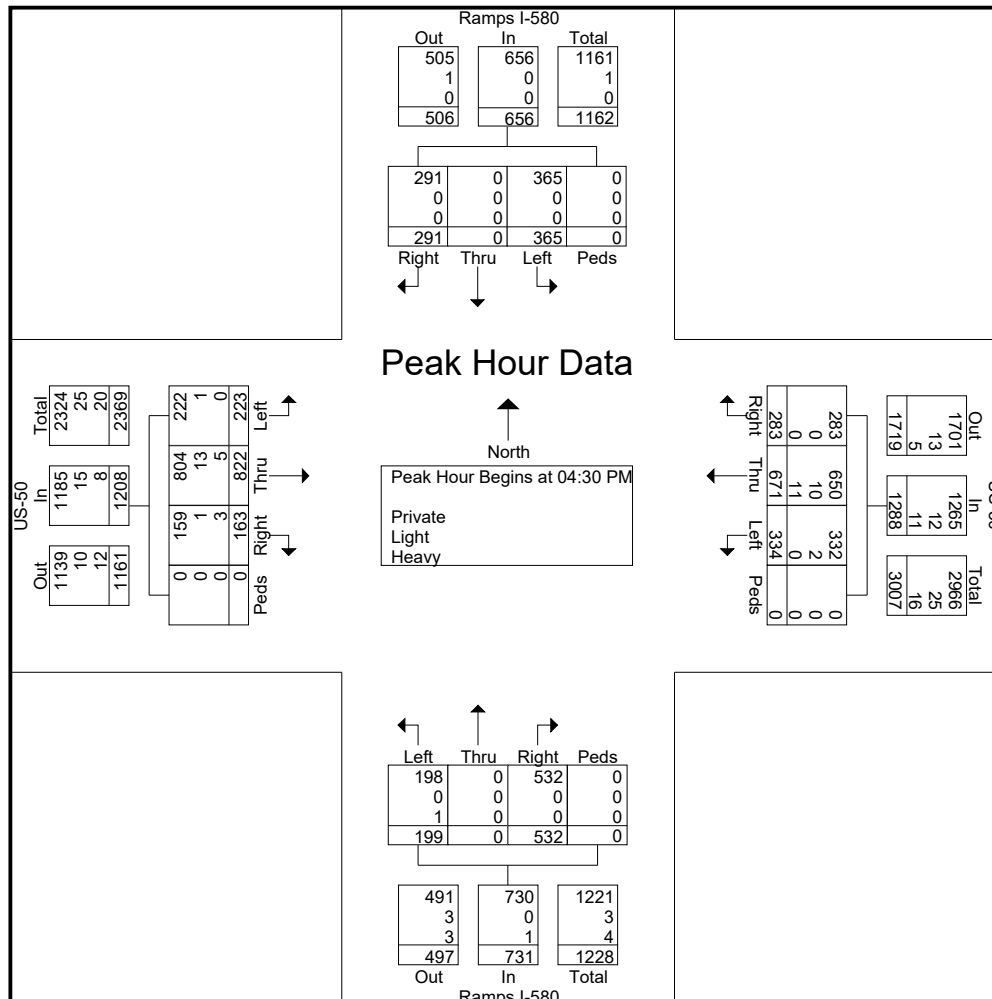
File Name : US-50 and Ramps I-580

Site Code : 00000000

Start Date : 10/31/2023

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|                                                            | Ramps I-580 Southbound |      |      |      |            | US-50 Westbound |      |      |      |            | Ramps I-580 Northbound |      |      |      |            | US-50 Eastbound |      |      |      |            |            |
|------------------------------------------------------------|------------------------|------|------|------|------------|-----------------|------|------|------|------------|------------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|
| Start Time                                                 | Right                  | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 |                        |      |      |      |            |                 |      |      |      |            |                        |      |      |      |            |                 |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:30 PM       |                        |      |      |      |            |                 |      |      |      |            |                        |      |      |      |            |                 |      |      |      |            |            |
| 04:30 PM                                                   | 72                     | 0    | 78   | 0    | 150        | 85              | 177  | 74   | 0    | 336        | 149                    | 0    | 63   | 0    | 212        | 34              | 221  | 66   | 0    | 321        | 1019       |
| 04:45 PM                                                   | 68                     | 0    | 112  | 0    | 180        | 62              | 162  | 91   | 0    | 315        | 146                    | 0    | 52   | 0    | 198        | 47              | 183  | 49   | 0    | 279        | 972        |
| 05:00 PM                                                   | 75                     | 0    | 90   | 0    | 165        | 68              | 162  | 87   | 0    | 317        | 115                    | 0    | 34   | 0    | 149        | 50              | 211  | 53   | 0    | 314        | 945        |
| 05:15 PM                                                   | 76                     | 0    | 85   | 0    | 161        | 68              | 170  | 82   | 0    | 320        | 122                    | 0    | 50   | 0    | 172        | 32              | 207  | 55   | 0    | 294        | 947        |
| Total Volume                                               | 291                    | 0    | 365  | 0    | 656        | 283             | 671  | 334  | 0    | 1288       | 532                    | 0    | 199  | 0    | 731        | 163             | 822  | 223  | 0    | 1208       | 3883       |
| % App. Total                                               | 44.4                   | 0    | 55.6 | 0    |            | 22              | 52.1 | 25.9 | 0    |            | 72.8                   | 0    | 27.2 | 0    |            | 13.5            | 68   | 18.5 | 0    |            |            |
| PHF                                                        | .957                   | .000 | .815 | .000 | .911       | .832            | .948 | .918 | .000 | .958       | .893                   | .000 | .790 | .000 | .862       | .815            | .930 | .845 | .000 | .941       | .953       |
| Private                                                    | 291                    | 0    | 365  | 0    | 656        | 283             | 650  | 332  | 0    | 1265       | 532                    | 0    | 198  | 0    | 730        | 159             | 804  | 222  | 0    | 1185       | 3836       |
| % Private                                                  | 100                    | 0    | 100  | 0    | 100        | 100             | 96.9 | 99.4 | 0    | 98.2       | 100                    | 0    | 99.5 | 0    | 99.9       | 97.5            | 97.8 | 99.6 | 0    | 98.1       | 98.8       |
| Light                                                      | 0                      | 0    | 0    | 0    | 0          | 0               | 10   | 2    | 0    | 12         | 0                      | 0    | 0    | 0    | 0          | 1               | 13   | 1    | 0    | 15         | 27         |
| % Light                                                    | 0                      | 0    | 0    | 0    | 0          | 0               | 1.5  | 0.6  | 0    | 0.9        | 0                      | 0    | 0    | 0    | 0          | 0.6             | 1.6  | 0.4  | 0    | 1.2        | 0.7        |
| Heavy                                                      | 0                      | 0    | 0    | 0    | 0          | 0               | 11   | 0    | 0    | 11         | 0                      | 0    | 1    | 0    | 1          | 3               | 5    | 0    | 0    | 8          | 20         |
| % Heavy                                                    | 0                      | 0    | 0    | 0    | 0          | 0               | 1.6  | 0    | 0    | 0.9        | 0                      | 0    | 0.5  | 0    | 0.1        | 1.8             | 0.6  | 0    | 0    | 0.7        | 0.5        |

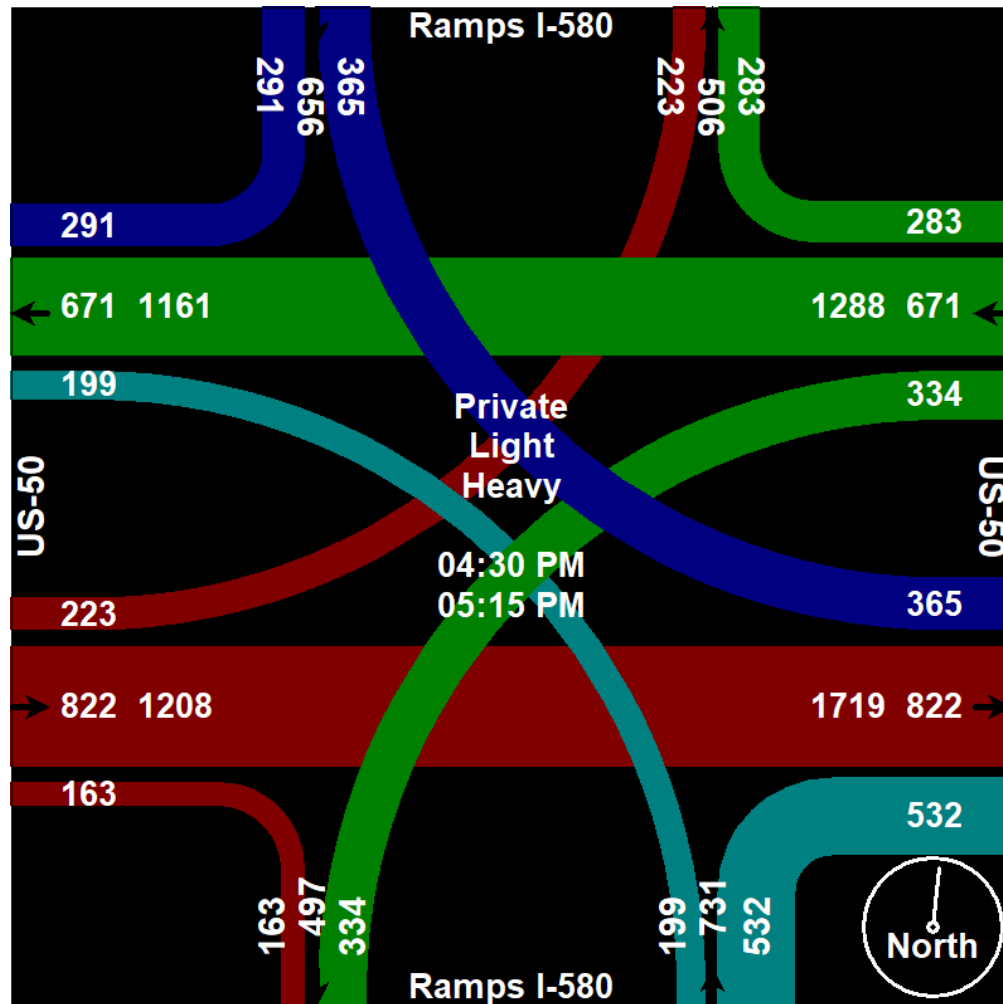




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File Name : US-50 and Ramps I-580  
Site Code : 00000000  
Start Date : 10/31/2023  
Page No : 7





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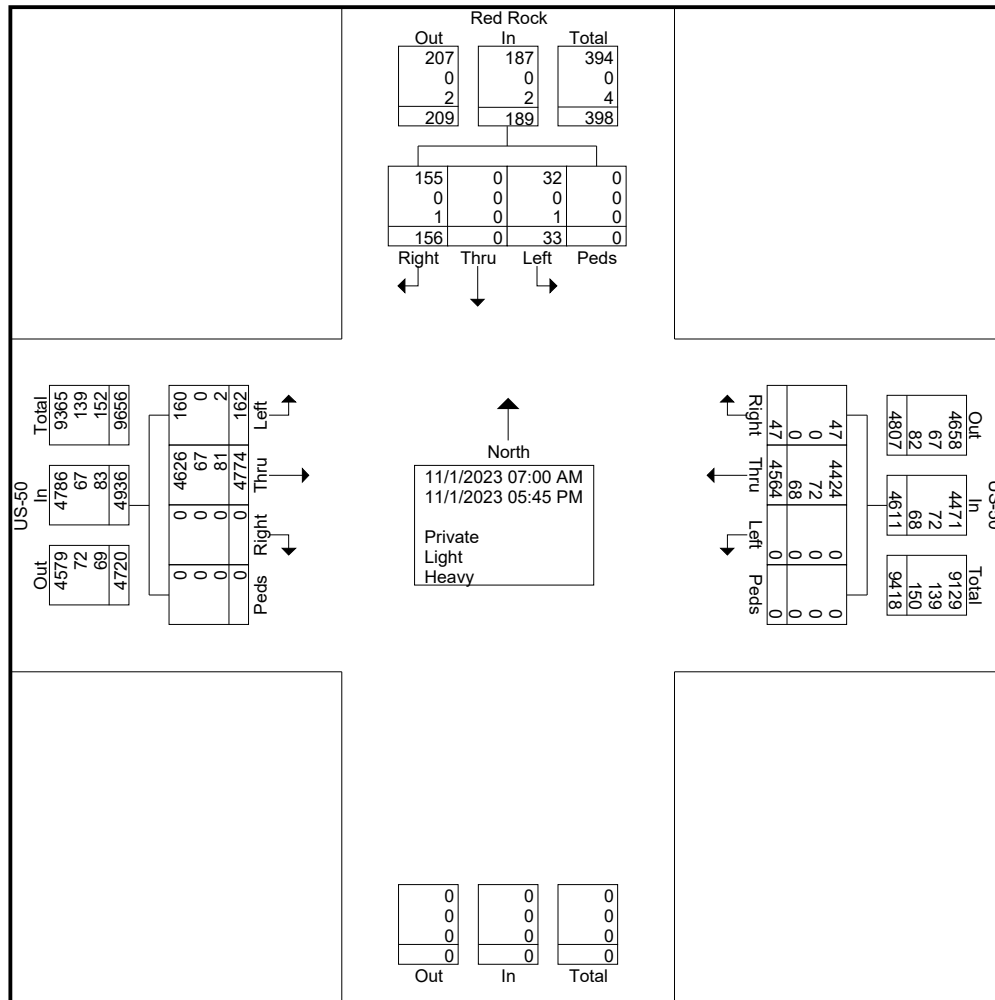
US-50 E. Carson Complete Streets Study  
Turning Movement Classification Count  
US-50 & Red Rock Road

File Name : US-50 and Red Rock Road  
Site Code : 00000000  
Start Date : 11/1/2023  
Page No : 1

Groups Printed- Private - Light - Heavy

|               | Red Rock Southbound |      |      |      |            | US-50 Westbound |      |      |      |            | Northbound | US-50 Eastbound |      |      |      |            |            |
|---------------|---------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|-----------------|------|------|------|------------|------------|
| Start Time    | Right               | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM      | 16                  | 0    | 0    | 0    | 16         | 1               | 380  | 0    | 0    | 381        | 0          | 0               | 140  | 6    | 0    | 146        | 543        |
| 07:15 AM      | 13                  | 0    | 2    | 0    | 15         | 3               | 464  | 0    | 0    | 467        | 0          | 0               | 138  | 7    | 0    | 145        | 627        |
| 07:30 AM      | 18                  | 0    | 3    | 0    | 21         | 2               | 518  | 0    | 0    | 520        | 0          | 0               | 147  | 4    | 0    | 151        | 692        |
| 07:45 AM      | 11                  | 0    | 1    | 0    | 12         | 2               | 405  | 0    | 0    | 407        | 0          | 0               | 168  | 6    | 0    | 174        | 593        |
| Total         | 58                  | 0    | 6    | 0    | 64         | 8               | 1767 | 0    | 0    | 1775       | 0          | 0               | 593  | 23   | 0    | 616        | 2455       |
| 08:00 AM      | 9                   | 0    | 2    | 0    | 11         | 1               | 311  | 0    | 0    | 312        | 0          | 0               | 122  | 7    | 0    | 129        | 452        |
| 08:15 AM      | 8                   | 0    | 3    | 0    | 11         | 2               | 286  | 0    | 0    | 288        | 0          | 0               | 151  | 6    | 0    | 157        | 456        |
| 08:30 AM      | 3                   | 0    | 2    | 0    | 5          | 1               | 281  | 0    | 0    | 282        | 0          | 0               | 159  | 6    | 0    | 165        | 452        |
| 08:45 AM      | 3                   | 0    | 0    | 0    | 3          | 4               | 265  | 0    | 0    | 269        | 0          | 0               | 151  | 7    | 0    | 158        | 430        |
| Total         | 23                  | 0    | 7    | 0    | 30         | 8               | 1143 | 0    | 0    | 1151       | 0          | 0               | 583  | 26   | 0    | 609        | 1790       |
| *** BREAK *** |                     |      |      |      |            |                 |      |      |      |            |            |                 |      |      |      |            |            |
| 04:00 PM      | 12                  | 0    | 2    | 0    | 14         | 5               | 253  | 0    | 0    | 258        | 0          | 0               | 437  | 12   | 0    | 449        | 721        |
| 04:15 PM      | 18                  | 0    | 2    | 0    | 20         | 2               | 215  | 0    | 0    | 217        | 0          | 0               | 478  | 11   | 0    | 489        | 726        |
| 04:30 PM      | 10                  | 0    | 0    | 0    | 10         | 5               | 218  | 0    | 0    | 223        | 0          | 0               | 468  | 18   | 0    | 486        | 719        |
| 04:45 PM      | 10                  | 0    | 3    | 0    | 13         | 4               | 195  | 0    | 0    | 199        | 0          | 0               | 474  | 12   | 0    | 486        | 698        |
| Total         | 50                  | 0    | 7    | 0    | 57         | 16              | 881  | 0    | 0    | 897        | 0          | 0               | 1857 | 53   | 0    | 1910       | 2864       |
| 05:00 PM      | 10                  | 0    | 5    | 0    | 15         | 5               | 214  | 0    | 0    | 219        | 0          | 0               | 437  | 10   | 0    | 447        | 681        |
| 05:15 PM      | 5                   | 0    | 1    | 0    | 6          | 3               | 192  | 0    | 0    | 195        | 0          | 0               | 512  | 15   | 0    | 527        | 728        |
| 05:30 PM      | 6                   | 0    | 4    | 0    | 10         | 3               | 215  | 0    | 0    | 218        | 0          | 0               | 441  | 17   | 0    | 458        | 686        |
| 05:45 PM      | 4                   | 0    | 3    | 0    | 7          | 4               | 152  | 0    | 0    | 156        | 0          | 0               | 351  | 18   | 0    | 369        | 532        |
| Total         | 25                  | 0    | 13   | 0    | 38         | 15              | 773  | 0    | 0    | 788        | 0          | 0               | 1741 | 60   | 0    | 1801       | 2627       |
| Grand Total   | 156                 | 0    | 33   | 0    | 189        | 47              | 4564 | 0    | 0    | 4611       | 0          | 0               | 4774 | 162  | 0    | 4936       | 9736       |
| Apprch %      | 82.5                | 0    | 17.5 | 0    |            | 1               | 99   | 0    | 0    |            |            | 0               | 96.7 | 3.3  | 0    |            |            |
| Total %       | 1.6                 | 0    | 0.3  | 0    | 1.9        | 0.5             | 46.9 | 0    | 0    | 47.4       | 0          | 0               | 49   | 1.7  | 0    | 50.7       |            |
| Private       | 155                 | 0    | 32   | 0    | 187        | 47              | 4424 | 0    | 0    | 4471       | 0          | 0               | 4626 | 160  | 0    | 4786       | 9444       |
| % Private     | 99.4                | 0    | 97   | 0    | 98.9       | 100             | 96.9 | 0    | 0    | 97         | 0          | 0               | 96.9 | 98.8 | 0    | 97         | 97         |
| Light         | 0                   | 0    | 0    | 0    | 0          | 0               | 72   | 0    | 0    | 72         | 0          | 0               | 67   | 0    | 0    | 67         | 139        |
| % Light       | 0                   | 0    | 0    | 0    | 0          | 0               | 1.6  | 0    | 0    | 1.6        | 0          | 0               | 1.4  | 0    | 0    | 1.4        | 1.4        |
| Heavy         | 1                   | 0    | 1    | 0    | 2          | 0               | 68   | 0    | 0    | 68         | 0          | 0               | 81   | 2    | 0    | 83         | 153        |
| % Heavy       | 0.6                 | 0    | 3    | 0    | 1.1        | 0               | 1.5  | 0    | 0    | 1.5        | 0          | 0               | 1.7  | 1.2  | 0    | 1.7        | 1.6        |

File Name : US-50 and Red Rock Road  
Site Code : 00000000  
Start Date : 11/1/2023  
Page No : 2





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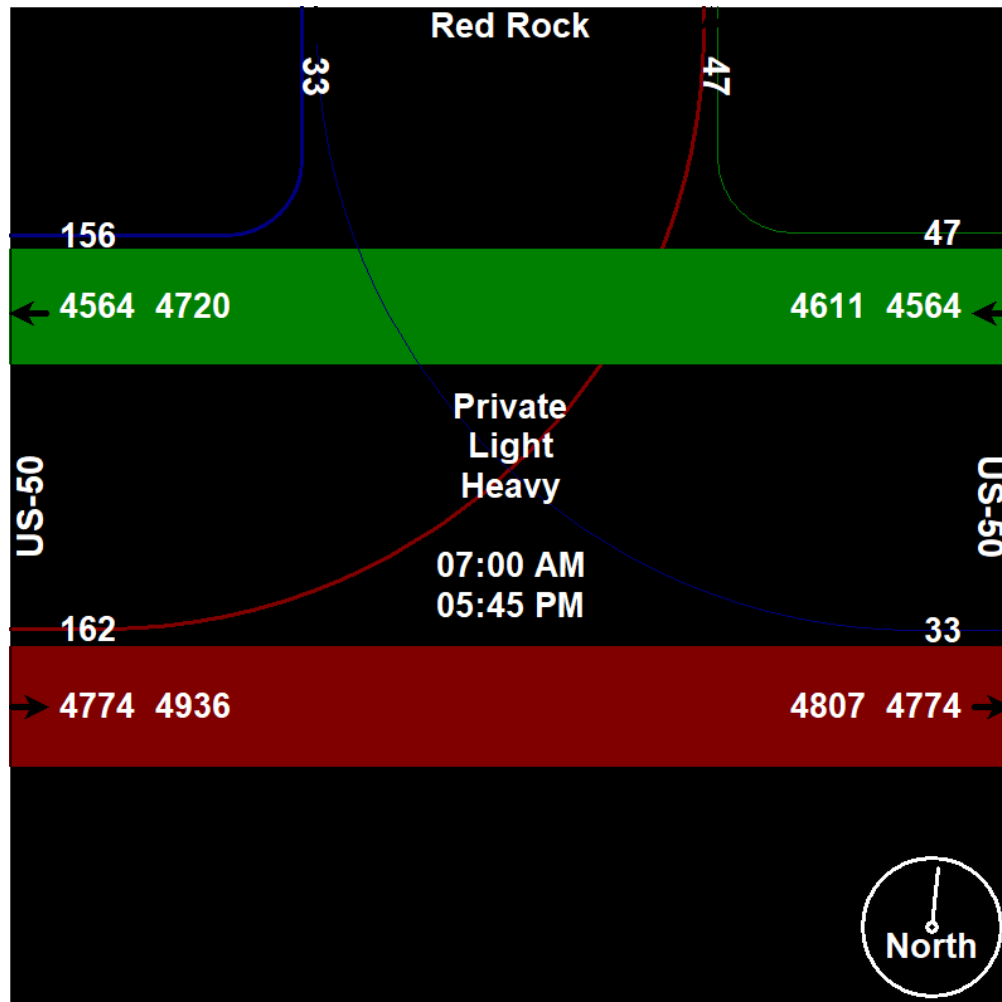
1819 Quarley Place  
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File Name : US-50 and Red Rock Road

Site Code : 00000000

Start Date : 11/1/2023

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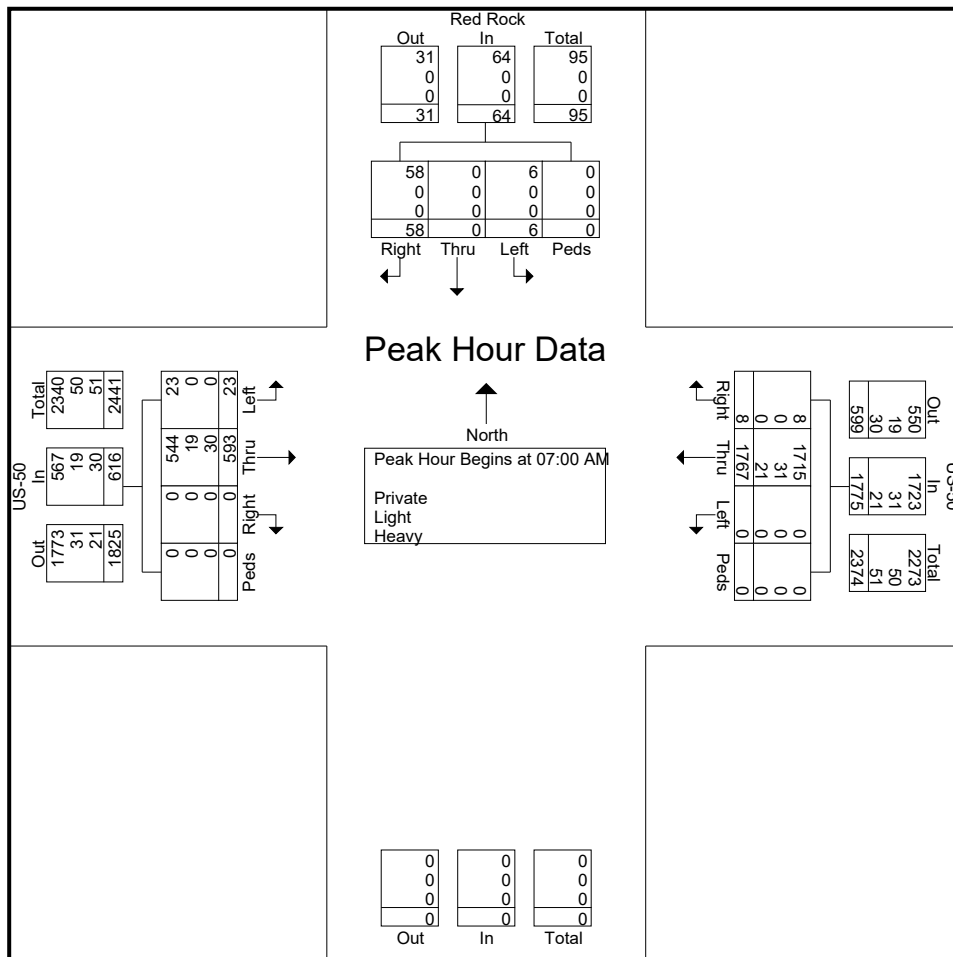


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Site Code : 00000000  
Start Date : 11/1/2023  
Page No : 4

|                                                            | Red Rock Southbound |      |      |      |            | US-50 Westbound |      |      |      |            | Northbound | US-50 Eastbound |      |      |      |            |            |
|------------------------------------------------------------|---------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|-----------------|------|------|------|------------|------------|
| Start Time                                                 | Right               | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 |                     |      |      |      |            |                 |      |      |      |            |            |                 |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:00 AM       |                     |      |      |      |            |                 |      |      |      |            |            |                 |      |      |      |            |            |
| 07:00 AM                                                   | 16                  | 0    | 0    | 0    | 16         | 1               | 380  | 0    | 0    | 381        | 0          | 0               | 140  | 6    | 0    | 146        | 543        |
| 07:15 AM                                                   | 13                  | 0    | 2    | 0    | 15         | 3               | 464  | 0    | 0    | 467        | 0          | 0               | 138  | 7    | 0    | 145        | 627        |
| 07:30 AM                                                   | 18                  | 0    | 3    | 0    | 21         | 2               | 518  | 0    | 0    | 520        | 0          | 0               | 147  | 4    | 0    | 151        | 692        |
| 07:45 AM                                                   | 11                  | 0    | 1    | 0    | 12         | 2               | 405  | 0    | 0    | 407        | 0          | 0               | 168  | 6    | 0    | 174        | 593        |
| Total Volume                                               | 58                  | 0    | 6    | 0    | 64         | 8               | 1767 | 0    | 0    | 1775       | 0          | 0               | 593  | 23   | 0    | 616        | 2455       |
| % App. Total                                               | 90.6                | 0    | 9.4  | 0    |            | 0.5             | 99.5 | 0    | 0    |            |            | 0               | 96.3 | 3.7  | 0    |            |            |
| PHF                                                        | .806                | .000 | .500 | .000 | .762       | .667            | .853 | .000 | .000 | .853       | .000       | .000            | .882 | .821 | .000 | .885       | .887       |
| Private                                                    | 58                  | 0    | 6    | 0    | 64         | 8               | 1715 | 0    | 0    | 1723       | 0          | 0               | 544  | 23   | 0    | 567        | 2354       |
| % Private                                                  | 100                 | 0    | 100  | 0    | 100        | 100             | 97.1 | 0    | 0    | 97.1       | 0          | 0               | 91.7 | 100  | 0    | 92.0       | 95.9       |
| Light                                                      | 0                   | 0    | 0    | 0    | 0          | 0               | 31   | 0    | 0    | 31         | 0          | 0               | 19   | 0    | 0    | 19         | 50         |
| % Light                                                    | 0                   | 0    | 0    | 0    | 0          | 0               | 1.8  | 0    | 0    | 1.7        | 0          | 0               | 3.2  | 0    | 0    | 3.1        | 2.0        |
| Heavy                                                      | 0                   | 0    | 0    | 0    | 0          | 0               | 21   | 0    | 0    | 21         | 0          | 0               | 30   | 0    | 0    | 30         | 51         |
| % Heavy                                                    | 0                   | 0    | 0    | 0    | 0          | 0               | 1.2  | 0    | 0    | 1.2        | 0          | 0               | 5.1  | 0    | 0    | 4.9        | 2.1        |





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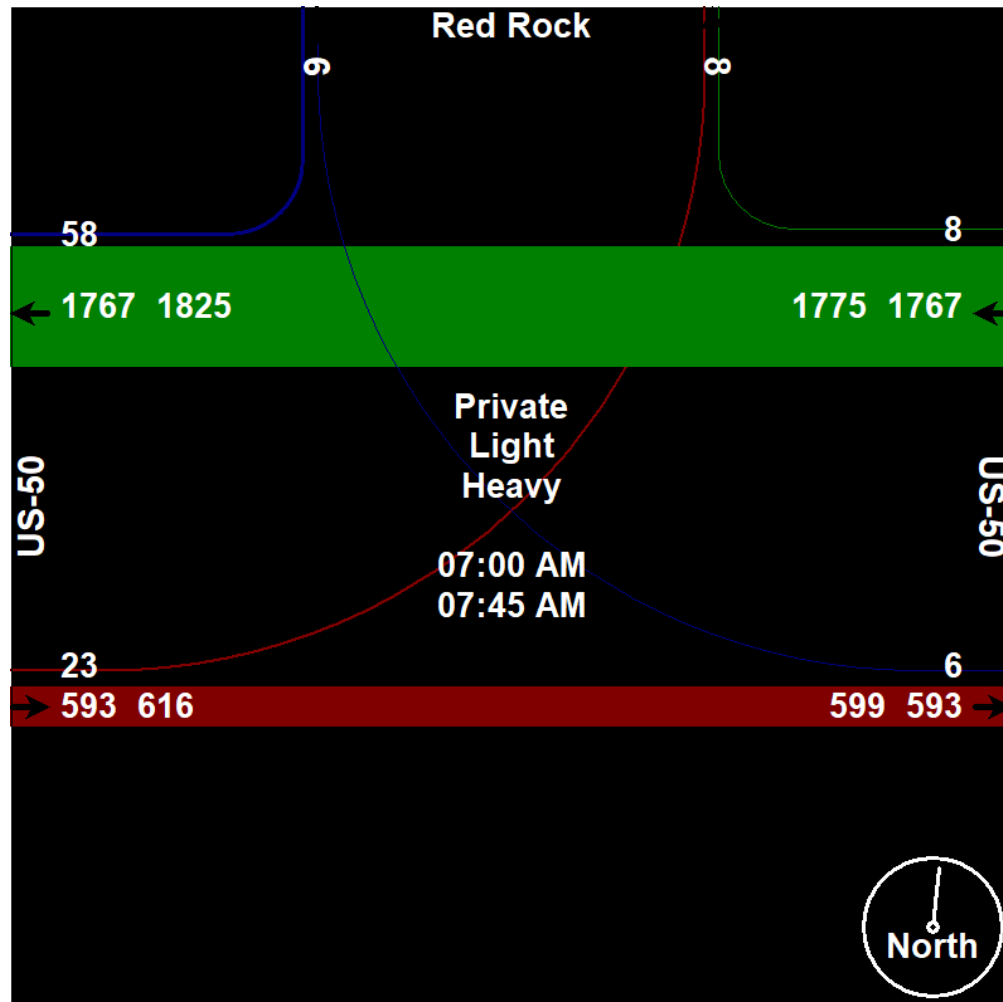
1819 Quarley Place  
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File Name : US-50 and Red Rock Road

Site Code : 00000000

Start Date : 11/1/2023

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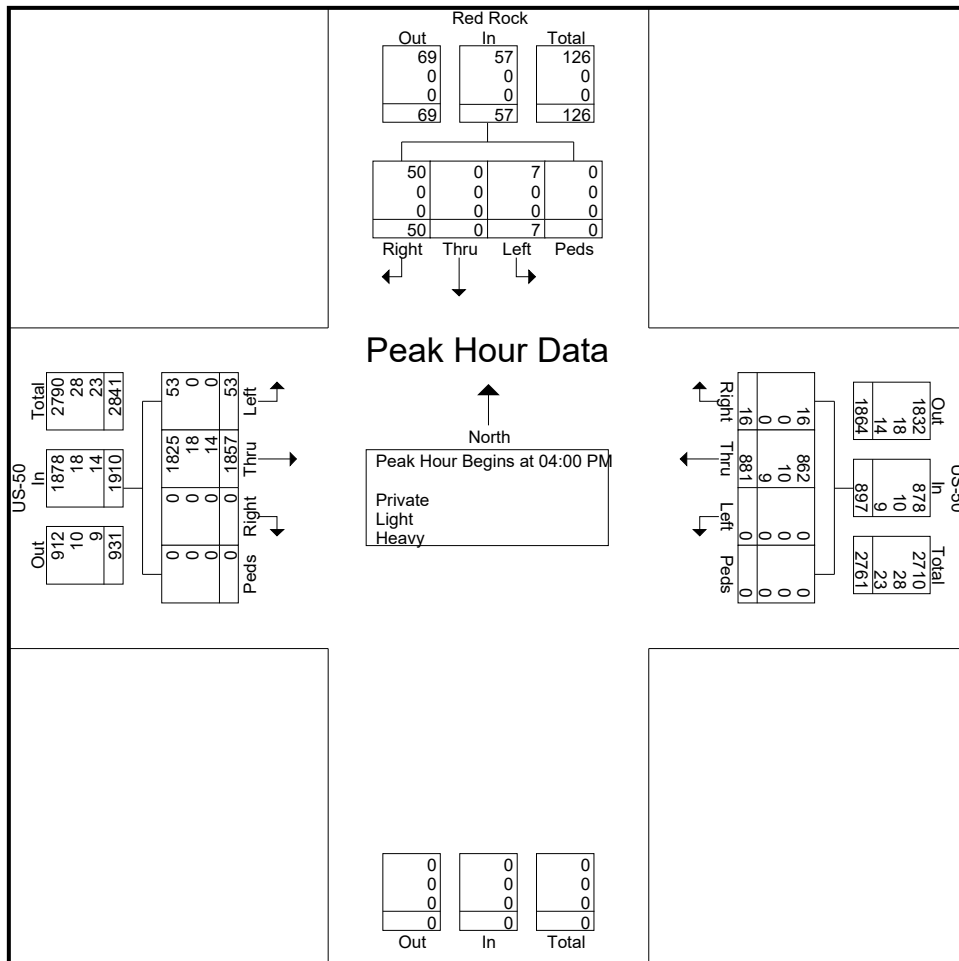


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Site Code : 00000000  
Start Date : 11/1/2023  
Page No : 6

|                                                            | Red Rock Southbound |      |      |      |            | US-50 Westbound |      |      |      |            | Northbound | US-50 Eastbound |      |      |      |            |            |
|------------------------------------------------------------|---------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|-----------------|------|------|------|------------|------------|
| Start Time                                                 | Right               | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 |                     |      |      |      |            |                 |      |      |      |            |            |                 |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                     |      |      |      |            |                 |      |      |      |            |            |                 |      |      |      |            |            |
| 04:00 PM                                                   | 12                  | 0    | 2    | 0    | 14         | 5               | 253  | 0    | 0    | 258        | 0          | 0               | 437  | 12   | 0    | 449        | 721        |
| 04:15 PM                                                   | 18                  | 0    | 2    | 0    | 20         | 2               | 215  | 0    | 0    | 217        | 0          | 0               | 478  | 11   | 0    | 489        | 726        |
| 04:30 PM                                                   | 10                  | 0    | 0    | 0    | 10         | 5               | 218  | 0    | 0    | 223        | 0          | 0               | 468  | 18   | 0    | 486        | 719        |
| 04:45 PM                                                   | 10                  | 0    | 3    | 0    | 13         | 4               | 195  | 0    | 0    | 199        | 0          | 0               | 474  | 12   | 0    | 486        | 698        |
| Total Volume                                               | 50                  | 0    | 7    | 0    | 57         | 16              | 881  | 0    | 0    | 897        | 0          | 0               | 1857 | 53   | 0    | 1910       | 2864       |
| % App. Total                                               | 87.7                | 0    | 12.3 | 0    |            | 1.8             | 98.2 | 0    | 0    |            |            | 0               | 97.2 | 2.8  | 0    |            |            |
| PHF                                                        | .694                | .000 | .583 | .000 | .713       | .800            | .871 | .000 | .000 | .869       | .000       | .000            | .971 | .736 | .000 | .976       | .986       |
| Private                                                    | 50                  | 0    | 7    | 0    | 57         | 16              | 862  | 0    | 0    | 878        | 0          | 0               | 1825 | 53   | 0    | 1878       | 2813       |
| % Private                                                  | 100                 | 0    | 100  | 0    | 100        | 100             | 97.8 | 0    | 0    | 97.9       | 0          | 0               | 98.3 | 100  | 0    | 98.3       | 98.2       |
| Light                                                      | 0                   | 0    | 0    | 0    | 0          | 0               | 10   | 0    | 0    | 10         | 0          | 0               | 18   | 0    | 0    | 18         | 28         |
| % Light                                                    | 0                   | 0    | 0    | 0    | 0          | 0               | 1.1  | 0    | 0    | 1.1        | 0          | 0               | 1.0  | 0    | 0    | 0.9        | 1.0        |
| Heavy                                                      | 0                   | 0    | 0    | 0    | 0          | 0               | 9    | 0    | 0    | 9          | 0          | 0               | 14   | 0    | 0    | 14         | 23         |
| % Heavy                                                    | 0                   | 0    | 0    | 0    | 0          | 0               | 1.0  | 0    | 0    | 1.0        | 0          | 0               | 0.8  | 0    | 0    | 0.7        | 0.8        |





## Silver State Traffic Data Collection, LLC

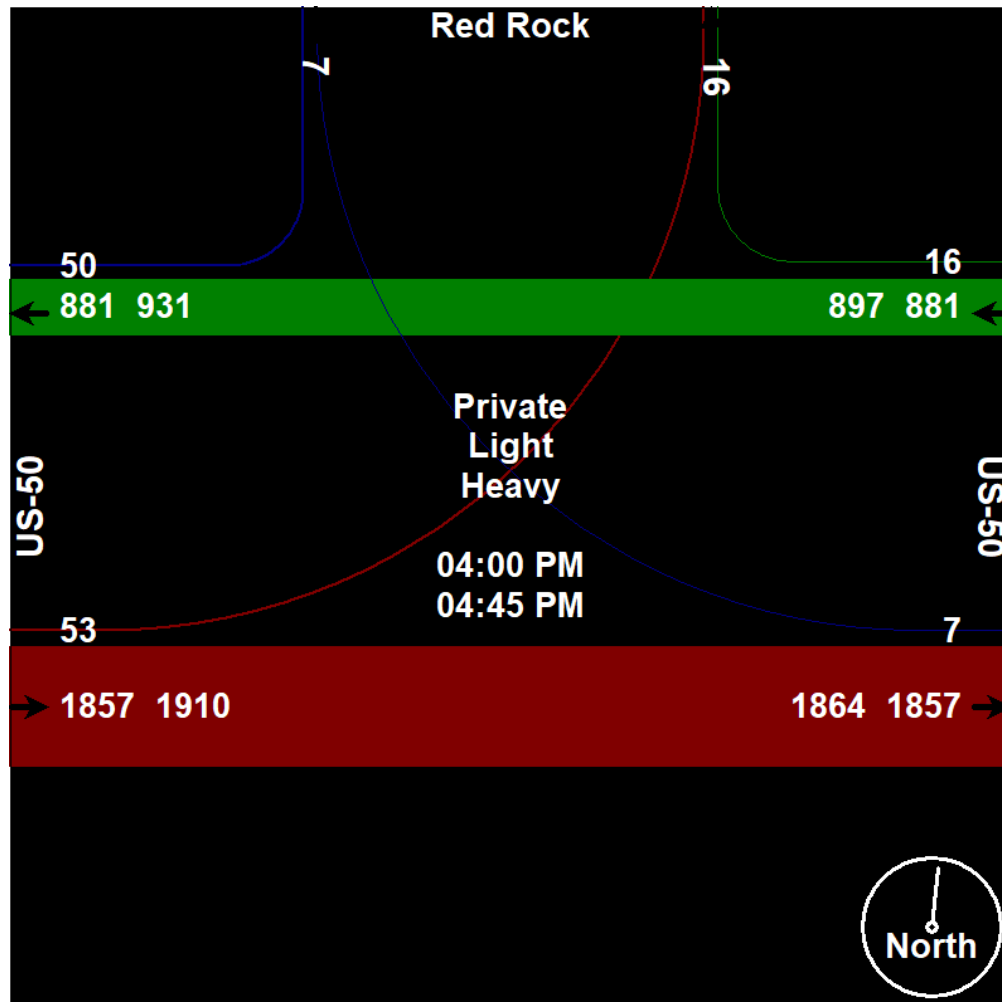
1819 Quarley Place  
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File Name : US-50 and Red Rock Road

Site Code : 00000000

Start Date : 11/1/2023

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US-50 E. Carson Complete Streets Study  
12-Hour Classification Count  
US-50 & Sherman Lane

File Name : US-50 and Sherman Lane  
Site Code : 00000000  
Start Date : 10/31/2023  
Page No : 1

Groups Printed- Private - Light - Heavy

|            | Sherman Southbound |      |      |      |            | US-50 Westbound |      |      |      |            | Northbound | US-50 Eastbound |      |      |      |            |            |
|------------|--------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|-----------------|------|------|------|------------|------------|
| Start Time | Right              | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| 06:00 AM   | 9                  | 0    | 11   | 0    | 20         | 0               | 213  | 0    | 0    | 213        | 0          | 0               | 112  | 2    | 0    | 114        | 347        |
| 06:15 AM   | 5                  | 0    | 3    | 0    | 8          | 0               | 299  | 0    | 0    | 299        | 0          | 0               | 190  | 1    | 0    | 191        | 498        |
| 06:30 AM   | 3                  | 0    | 5    | 0    | 8          | 0               | 341  | 0    | 0    | 341        | 0          | 0               | 212  | 1    | 0    | 213        | 562        |
| 06:45 AM   | 1                  | 0    | 1    | 0    | 2          | 0               | 397  | 0    | 0    | 397        | 0          | 0               | 230  | 0    | 0    | 230        | 629        |
| Total      | 18                 | 0    | 20   | 0    | 38         | 0               | 1250 | 0    | 0    | 1250       | 0          | 0               | 744  | 4    | 0    | 748        | 2036       |
| 07:00 AM   | 13                 | 0    | 0    | 0    | 13         | 1               | 367  | 0    | 0    | 368        | 0          | 0               | 172  | 0    | 0    | 172        | 553        |
| 07:15 AM   | 7                  | 0    | 1    | 0    | 8          | 6               | 458  | 0    | 0    | 464        | 0          | 0               | 203  | 0    | 0    | 203        | 675        |
| 07:30 AM   | 5                  | 0    | 3    | 0    | 8          | 7               | 418  | 0    | 0    | 425        | 0          | 0               | 232  | 1    | 0    | 233        | 666        |
| 07:45 AM   | 5                  | 0    | 2    | 0    | 7          | 13              | 454  | 0    | 0    | 467        | 0          | 0               | 228  | 0    | 0    | 228        | 702        |
| Total      | 30                 | 0    | 6    | 0    | 36         | 27              | 1697 | 0    | 0    | 1724       | 0          | 0               | 835  | 1    | 0    | 836        | 2596       |
| 08:00 AM   | 11                 | 0    | 0    | 0    | 11         | 3               | 298  | 0    | 0    | 301        | 0          | 0               | 192  | 0    | 0    | 192        | 504        |
| 08:15 AM   | 9                  | 0    | 0    | 0    | 9          | 0               | 283  | 0    | 0    | 283        | 0          | 0               | 202  | 0    | 0    | 202        | 494        |
| 08:30 AM   | 2                  | 0    | 0    | 0    | 2          | 2               | 291  | 0    | 0    | 293        | 0          | 0               | 186  | 2    | 0    | 188        | 483        |
| 08:45 AM   | 2                  | 0    | 0    | 0    | 2          | 2               | 311  | 0    | 0    | 313        | 0          | 0               | 179  | 0    | 0    | 179        | 494        |
| Total      | 24                 | 0    | 0    | 0    | 24         | 7               | 1183 | 0    | 0    | 1190       | 0          | 0               | 759  | 2    | 0    | 761        | 1975       |
| 09:00 AM   | 6                  | 0    | 0    | 0    | 6          | 1               | 247  | 0    | 0    | 248        | 0          | 0               | 174  | 0    | 0    | 174        | 428        |
| 09:15 AM   | 3                  | 0    | 0    | 0    | 3          | 1               | 274  | 0    | 0    | 275        | 0          | 0               | 188  | 3    | 0    | 191        | 469        |
| 09:30 AM   | 4                  | 0    | 0    | 0    | 4          | 0               | 259  | 0    | 0    | 259        | 0          | 0               | 205  | 0    | 0    | 205        | 468        |
| 09:45 AM   | 6                  | 0    | 0    | 0    | 6          | 1               | 278  | 0    | 0    | 279        | 0          | 0               | 190  | 1    | 0    | 191        | 476        |
| Total      | 19                 | 0    | 0    | 0    | 19         | 3               | 1058 | 0    | 0    | 1061       | 0          | 0               | 757  | 4    | 0    | 761        | 1841       |
| 10:00 AM   | 0                  | 0    | 0    | 0    | 0          | 1               | 242  | 0    | 0    | 243        | 0          | 0               | 233  | 0    | 0    | 233        | 476        |
| 10:15 AM   | 1                  | 0    | 0    | 0    | 1          | 3               | 253  | 0    | 0    | 256        | 0          | 0               | 224  | 1    | 0    | 225        | 482        |
| 10:30 AM   | 2                  | 0    | 0    | 0    | 2          | 2               | 277  | 0    | 0    | 279        | 0          | 0               | 210  | 1    | 0    | 211        | 492        |
| 10:45 AM   | 4                  | 0    | 1    | 0    | 5          | 3               | 247  | 0    | 0    | 250        | 0          | 0               | 221  | 2    | 0    | 223        | 478        |
| Total      | 7                  | 0    | 1    | 0    | 8          | 9               | 1019 | 0    | 0    | 1028       | 0          | 0               | 888  | 4    | 0    | 892        | 1928       |
| 11:00 AM   | 6                  | 0    | 2    | 0    | 8          | 1               | 269  | 0    | 0    | 270        | 0          | 0               | 231  | 2    | 0    | 233        | 511        |
| 11:15 AM   | 2                  | 0    | 0    | 0    | 2          | 1               | 250  | 0    | 0    | 251        | 0          | 0               | 257  | 0    | 0    | 257        | 510        |
| 11:30 AM   | 1                  | 0    | 0    | 0    | 1          | 0               | 268  | 0    | 0    | 268        | 0          | 0               | 261  | 1    | 0    | 262        | 531        |
| 11:45 AM   | 4                  | 0    | 2    | 0    | 6          | 2               | 247  | 0    | 0    | 249        | 0          | 0               | 247  | 0    | 0    | 247        | 502        |
| Total      | 13                 | 0    | 4    | 0    | 17         | 4               | 1034 | 0    | 0    | 1038       | 0          | 0               | 996  | 3    | 0    | 999        | 2054       |
| 12:00 PM   | 2                  | 0    | 2    | 0    | 4          | 5               | 273  | 0    | 0    | 278        | 0          | 0               | 256  | 1    | 0    | 257        | 539        |
| 12:15 PM   | 1                  | 0    | 0    | 0    | 1          | 3               | 279  | 0    | 0    | 282        | 0          | 0               | 276  | 1    | 0    | 277        | 560        |
| 12:30 PM   | 1                  | 0    | 1    | 0    | 2          | 2               | 293  | 0    | 0    | 295        | 0          | 0               | 272  | 2    | 0    | 274        | 571        |
| 12:45 PM   | 2                  | 0    | 4    | 0    | 6          | 3               | 262  | 0    | 0    | 265        | 0          | 0               | 291  | 2    | 0    | 293        | 564        |
| Total      | 6                  | 0    | 7    | 0    | 13         | 13              | 1107 | 0    | 0    | 1120       | 0          | 0               | 1095 | 6    | 0    | 1101       | 2234       |
| 01:00 PM   | 2                  | 0    | 0    | 0    | 2          | 2               | 255  | 0    | 0    | 257        | 0          | 0               | 258  | 0    | 0    | 258        | 517        |
| 01:15 PM   | 1                  | 0    | 1    | 0    | 2          | 4               | 268  | 0    | 0    | 272        | 0          | 0               | 311  | 1    | 0    | 312        | 586        |
| 01:30 PM   | 4                  | 0    | 1    | 0    | 5          | 2               | 305  | 0    | 0    | 307        | 0          | 0               | 272  | 1    | 0    | 273        | 585        |
| 01:45 PM   | 4                  | 0    | 1    | 0    | 5          | 2               | 259  | 0    | 0    | 261        | 0          | 0               | 277  | 0    | 0    | 277        | 543        |
| Total      | 11                 | 0    | 3    | 0    | 14         | 10              | 1087 | 0    | 0    | 1097       | 0          | 0               | 1118 | 2    | 0    | 1120       | 2231       |



## Silver State Traffic Data Collection, LLC

1819 Quarley Place  
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(702) 217-1968 - Cell

File Name : US-50 and Sherman Lane

Site Code : 00000000

Start Date : 10/31/2023

Page No : 2

Groups Printed- Private - Light - Heavy

|             | Sherman Southbound |      |      |      |            | US-50 Westbound |       |      |      |            | Northbound | US-50 Eastbound |       |      |      |            |            |
|-------------|--------------------|------|------|------|------------|-----------------|-------|------|------|------------|------------|-----------------|-------|------|------|------------|------------|
| Start Time  | Right              | Thru | Left | Peds | App. Total | Right           | Thru  | Left | Peds | App. Total | App. Total | Right           | Thru  | Left | Peds | App. Total | Int. Total |
| 02:00 PM    | 1                  | 0    | 2    | 0    | 3          | 1               | 256   | 0    | 0    | 257        | 0          | 0               | 299   | 2    | 0    | 301        | 561        |
| 02:15 PM    | 4                  | 0    | 0    | 0    | 4          | 2               | 274   | 0    | 0    | 276        | 0          | 0               | 337   | 1    | 0    | 338        | 618        |
| 02:30 PM    | 5                  | 0    | 0    | 0    | 5          | 1               | 354   | 0    | 0    | 355        | 0          | 0               | 352   | 2    | 0    | 354        | 714        |
| 02:45 PM    | 1                  | 0    | 0    | 0    | 1          | 2               | 281   | 0    | 0    | 283        | 0          | 0               | 319   | 2    | 0    | 321        | 605        |
| Total       | 11                 | 0    | 2    | 0    | 13         | 6               | 1165  | 0    | 0    | 1171       | 0          | 0               | 1307  | 7    | 0    | 1314       | 2498       |
| 03:00 PM    | 5                  | 0    | 0    | 0    | 5          | 4               | 313   | 0    | 0    | 317        | 0          | 0               | 376   | 0    | 0    | 376        | 698        |
| 03:15 PM    | 3                  | 0    | 1    | 0    | 4          | 2               | 300   | 0    | 0    | 302        | 0          | 0               | 377   | 4    | 0    | 381        | 687        |
| 03:30 PM    | 4                  | 0    | 4    | 0    | 8          | 4               | 346   | 0    | 0    | 350        | 0          | 0               | 409   | 2    | 0    | 411        | 769        |
| 03:45 PM    | 7                  | 0    | 1    | 0    | 8          | 5               | 391   | 0    | 0    | 396        | 0          | 0               | 427   | 2    | 0    | 429        | 833        |
| Total       | 19                 | 0    | 6    | 0    | 25         | 15              | 1350  | 0    | 0    | 1365       | 0          | 0               | 1589  | 8    | 0    | 1597       | 2987       |
| 04:00 PM    | 6                  | 0    | 1    | 0    | 7          | 3               | 362   | 0    | 0    | 365        | 0          | 0               | 478   | 4    | 0    | 482        | 854        |
| 04:15 PM    | 2                  | 0    | 2    | 0    | 4          | 6               | 332   | 0    | 0    | 338        | 0          | 0               | 459   | 3    | 0    | 462        | 804        |
| 04:30 PM    | 5                  | 0    | 2    | 0    | 7          | 2               | 346   | 0    | 0    | 348        | 0          | 0               | 486   | 4    | 0    | 490        | 845        |
| 04:45 PM    | 8                  | 0    | 1    | 0    | 9          | 5               | 292   | 0    | 0    | 297        | 0          | 0               | 497   | 3    | 0    | 500        | 806        |
| Total       | 21                 | 0    | 6    | 0    | 27         | 16              | 1332  | 0    | 0    | 1348       | 0          | 0               | 1920  | 14   | 0    | 1934       | 3309       |
| 05:00 PM    | 8                  | 0    | 3    | 0    | 11         | 0               | 289   | 0    | 0    | 289        | 0          | 0               | 474   | 6    | 0    | 480        | 780        |
| 05:15 PM    | 7                  | 0    | 1    | 0    | 8          | 0               | 291   | 0    | 0    | 291        | 0          | 0               | 457   | 5    | 0    | 462        | 761        |
| 05:30 PM    | 8                  | 0    | 1    | 0    | 9          | 1               | 251   | 0    | 0    | 252        | 0          | 0               | 413   | 1    | 0    | 414        | 675        |
| 05:45 PM    | 6                  | 0    | 0    | 0    | 6          | 0               | 216   | 0    | 0    | 216        | 0          | 0               | 293   | 2    | 0    | 295        | 517        |
| Total       | 29                 | 0    | 5    | 0    | 34         | 1               | 1047  | 0    | 0    | 1048       | 0          | 0               | 1637  | 14   | 0    | 1651       | 2733       |
| Grand Total | 208                | 0    | 60   | 0    | 268        | 111             | 14329 | 0    | 0    | 14440      | 0          | 0               | 13645 | 69   | 0    | 13714      | 28422      |
| Apprch %    | 77.6               | 0    | 22.4 | 0    |            | 0.8             | 99.2  | 0    | 0    |            | 0          | 0               | 99.5  | 0.5  | 0    |            |            |
| Total %     | 0.7                | 0    | 0.2  | 0    | 0.9        | 0.4             | 50.4  | 0    | 0    | 50.8       | 0          | 0               | 48    | 0.2  | 0    | 48.3       |            |
| Private     | 208                | 0    | 59   | 0    | 267        | 111             | 13510 | 0    | 0    | 13621      | 0          | 0               | 12881 | 68   | 0    | 12949      | 26837      |
| % Private   | 100                | 0    | 98.3 | 0    | 99.6       | 100             | 94.3  | 0    | 0    | 94.3       | 0          | 0               | 94.4  | 98.6 | 0    | 94.4       | 94.4       |
| Light       | 0                  | 0    | 1    | 0    | 1          | 0               | 526   | 0    | 0    | 526        | 0          | 0               | 499   | 1    | 0    | 500        | 1027       |
| % Light     | 0                  | 0    | 1.7  | 0    | 0.4        | 0               | 3.7   | 0    | 0    | 3.6        | 0          | 0               | 3.7   | 1.4  | 0    | 3.6        | 3.6        |
| Heavy       | 0                  | 0    | 0    | 0    | 0          | 0               | 293   | 0    | 0    | 293        | 0          | 0               | 265   | 0    | 0    | 265        | 558        |
| % Heavy     | 0                  | 0    | 0    | 0    | 0          | 0               | 2     | 0    | 0    | 2          | 0          | 0               | 1.9   | 0    | 0    | 1.9        | 2          |



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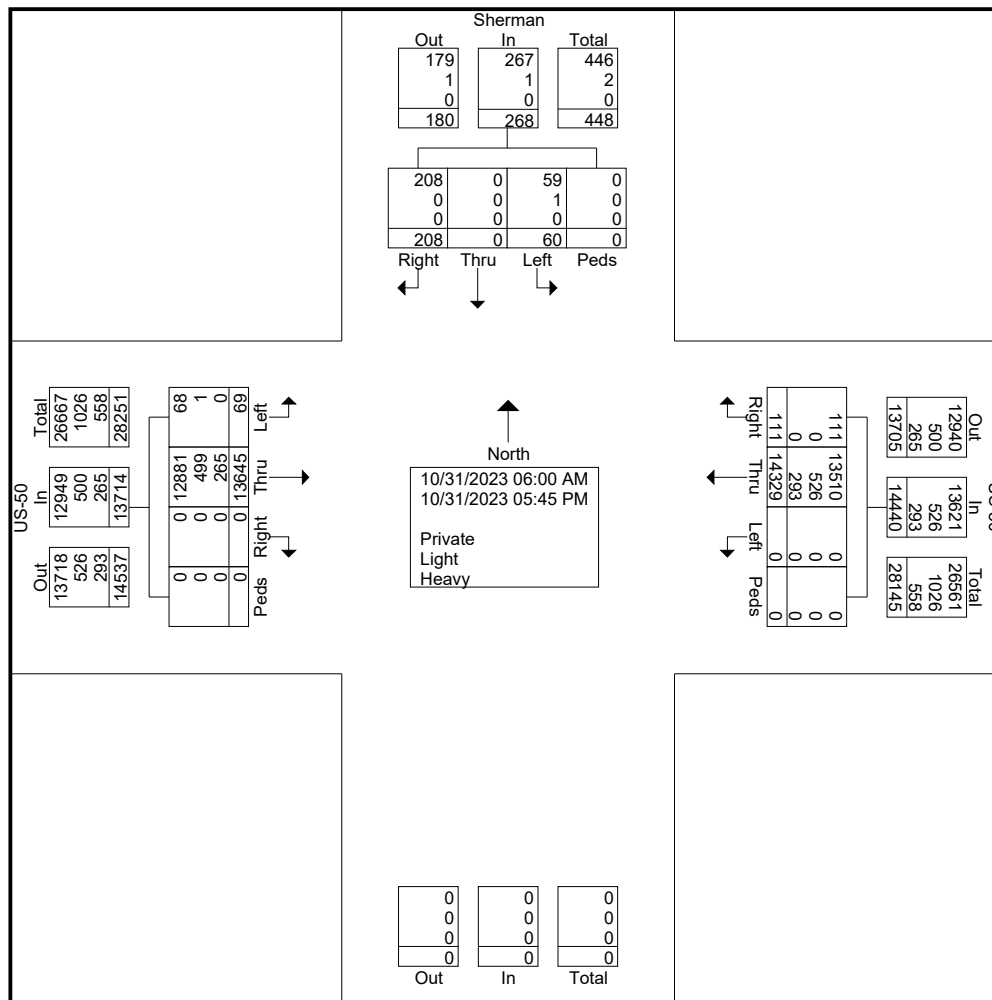
1819 Quarley Place  
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File Name : US-50 and Sherman Lane

Site Code : 00000000

Start Date : 10/31/2023

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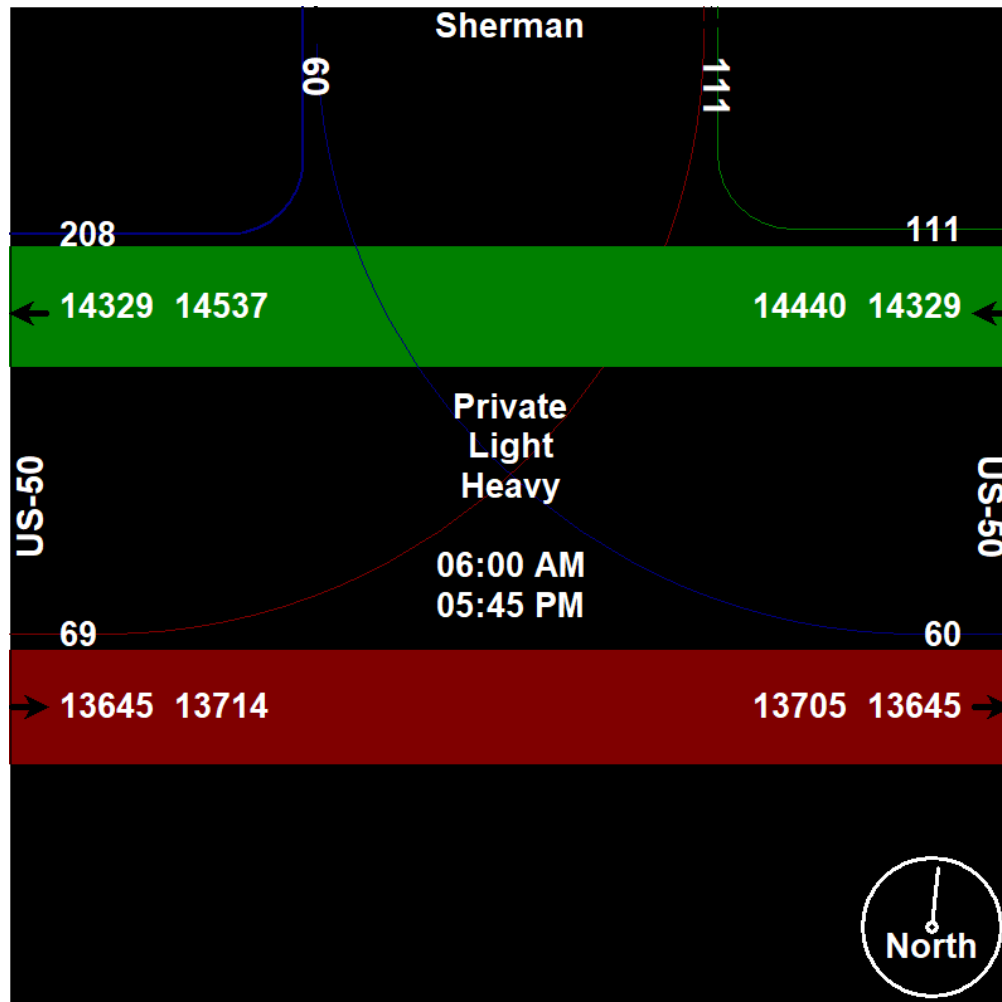
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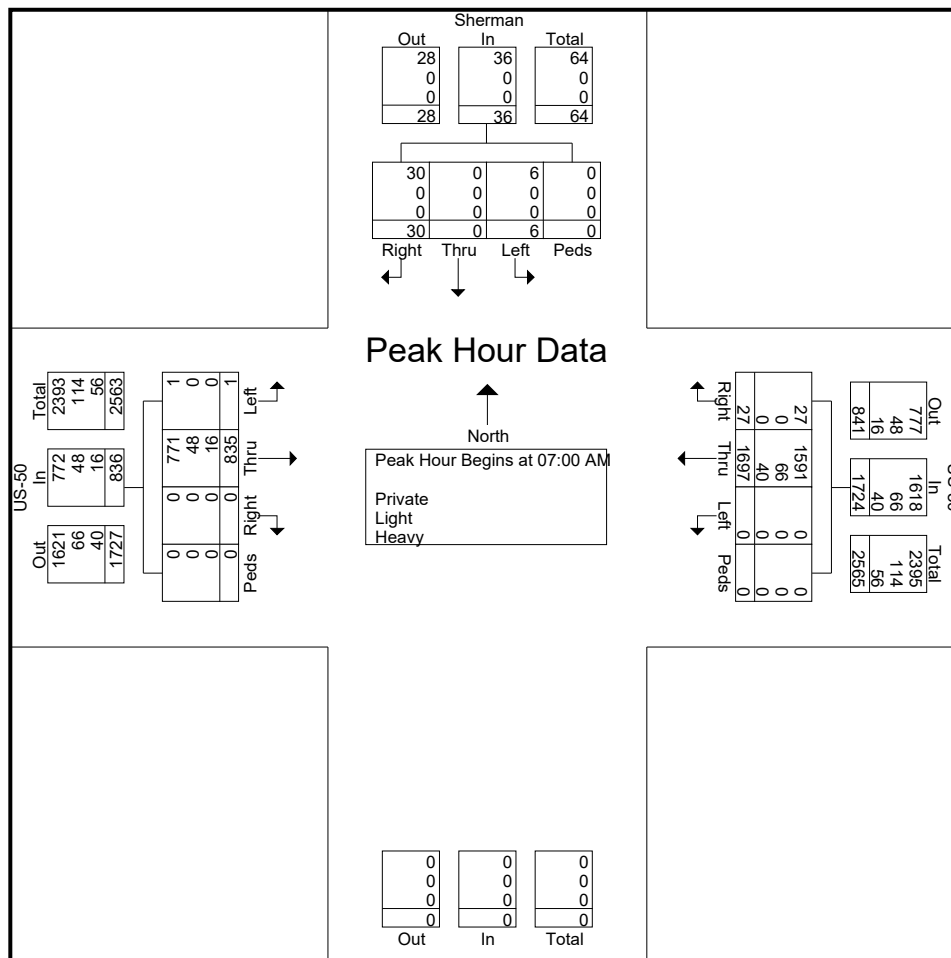


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Start Date : 10/31/2023  
Page No : 5

|                                                            | Sherman Southbound |      |      |      |            | US-50 Westbound |      |      |      |            | Northbound | US-50 Eastbound |      |      |      |            | Int. Total |
|------------------------------------------------------------|--------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|-----------------|------|------|------|------------|------------|
| Start Time                                                 | Right              | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1 |                    |      |      |      |            |                 |      |      |      |            |            |                 |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:00 AM       |                    |      |      |      |            |                 |      |      |      |            |            |                 |      |      |      |            |            |
| 07:00 AM                                                   | 13                 | 0    | 0    | 0    | 13         | 1               | 367  | 0    | 0    | 368        | 0          | 0               | 172  | 0    | 0    | 172        | 553        |
| 07:15 AM                                                   | 7                  | 0    | 1    | 0    | 8          | 6               | 458  | 0    | 0    | 464        | 0          | 0               | 203  | 0    | 0    | 203        | 675        |
| 07:30 AM                                                   | 5                  | 0    | 3    | 0    | 8          | 7               | 418  | 0    | 0    | 425        | 0          | 0               | 232  | 1    | 0    | 233        | 666        |
| 07:45 AM                                                   | 5                  | 0    | 2    | 0    | 7          | 13              | 454  | 0    | 0    | 467        | 0          | 0               | 228  | 0    | 0    | 228        | 702        |
| Total Volume                                               | 30                 | 0    | 6    | 0    | 36         | 27              | 1697 | 0    | 0    | 1724       | 0          | 0               | 835  | 1    | 0    | 836        | 2596       |
| % App. Total                                               | 83.3               | 0    | 16.7 | 0    |            | 1.6             | 98.4 | 0    | 0    |            |            | 0               | 99.9 | 0.1  | 0    |            |            |
| PHF                                                        | .577               | .000 | .500 | .000 | .692       | .519            | .926 | .000 | .000 | .923       | .000       | .000            | .900 | .250 | .000 | .897       | .925       |
| Private                                                    | 30                 | 0    | 6    | 0    | 36         | 27              | 1591 | 0    | 0    | 1618       | 0          | 0               | 771  | 1    | 0    | 772        | 2426       |
| % Private                                                  | 100                | 0    | 100  | 0    | 100        | 100             | 93.8 | 0    | 0    | 93.9       | 0          | 0               | 92.3 | 100  | 0    | 92.3       | 93.5       |
| Light                                                      | 0                  | 0    | 0    | 0    | 0          | 0               | 66   | 0    | 0    | 66         | 0          | 0               | 48   | 0    | 0    | 48         | 114        |
| % Light                                                    | 0                  | 0    | 0    | 0    | 0          | 0               | 3.9  | 0    | 0    | 3.8        | 0          | 0               | 5.7  | 0    | 0    | 5.7        | 4.4        |
| Heavy                                                      | 0                  | 0    | 0    | 0    | 0          | 0               | 40   | 0    | 0    | 40         | 0          | 0               | 16   | 0    | 0    | 16         | 56         |
| % Heavy                                                    | 0                  | 0    | 0    | 0    | 0          | 0               | 2.4  | 0    | 0    | 2.3        | 0          | 0               | 1.9  | 0    | 0    | 1.9        | 2.2        |





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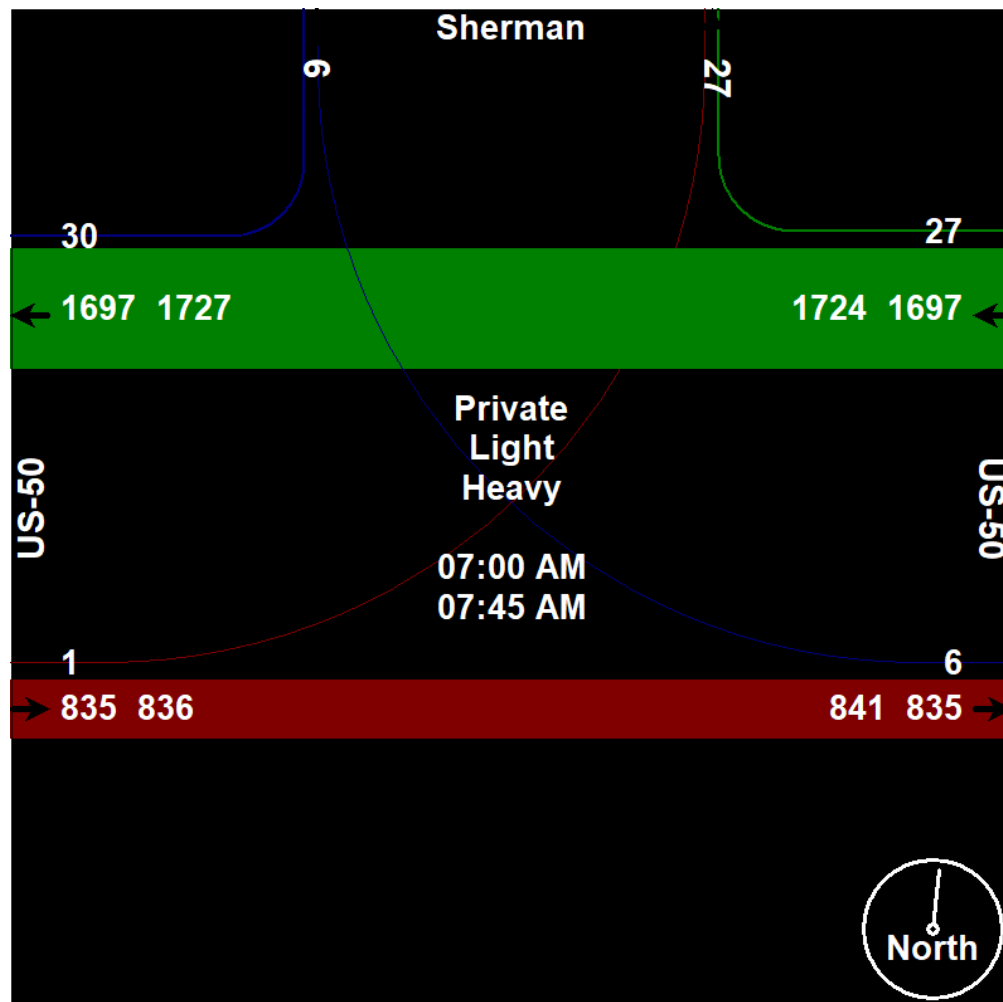
1819 Quarley Place  
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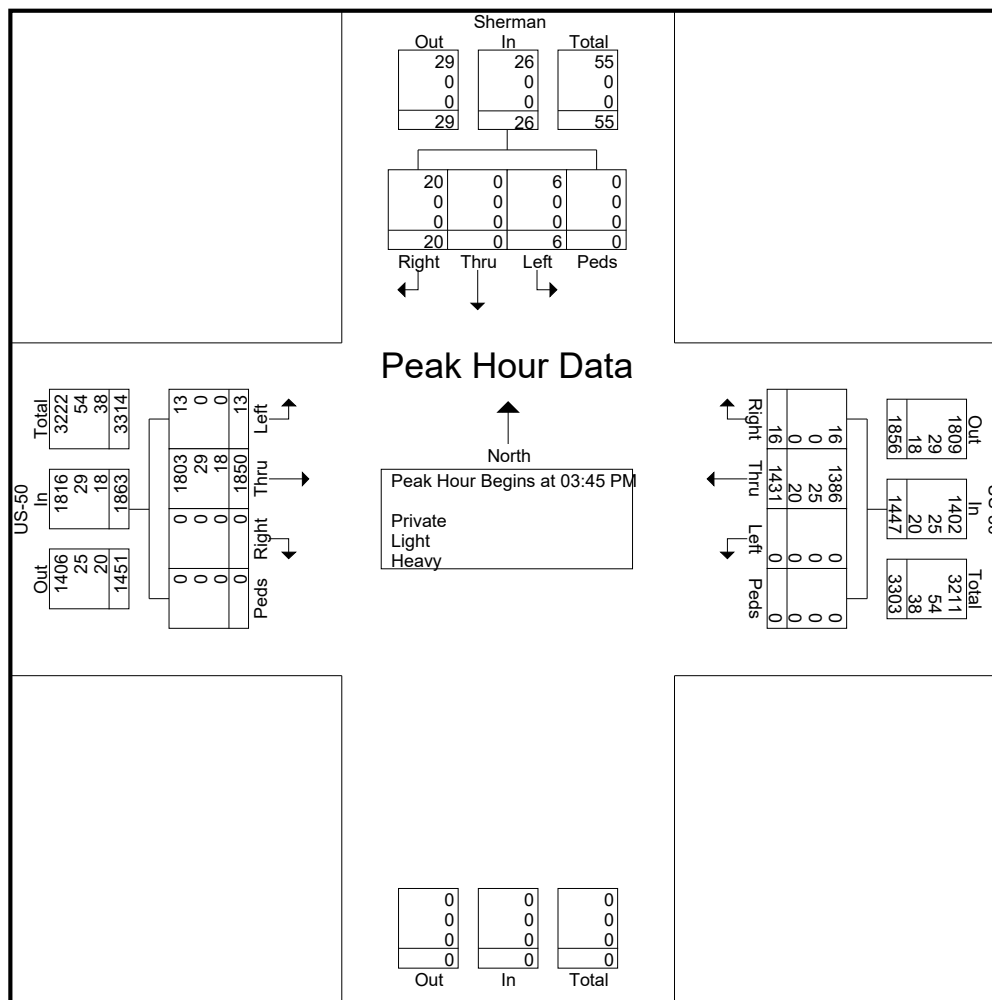
File Name : US-50 and Sherman Lane

Site Code : 00000000

Start Date : 10/31/2023

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|                                                            | Sherman Southbound |      |      |      |            | US-50 Westbound |      |      |      |            | Northbound | US-50 Eastbound |      |      |      |            |            |
|------------------------------------------------------------|--------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|-----------------|------|------|------|------------|------------|
| Start Time                                                 | Right              | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 |                    |      |      |      |            |                 |      |      |      |            |            |                 |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 03:45 PM       |                    |      |      |      |            |                 |      |      |      |            |            |                 |      |      |      |            |            |
| 03:45 PM                                                   | 7                  | 0    | 1    | 0    | 8          | 5               | 391  | 0    | 0    | 396        | 0          | 0               | 427  | 2    | 0    | 429        | 833        |
| 04:00 PM                                                   | 6                  | 0    | 1    | 0    | 7          | 3               | 362  | 0    | 0    | 365        | 0          | 0               | 478  | 4    | 0    | 482        | 854        |
| 04:15 PM                                                   | 2                  | 0    | 2    | 0    | 4          | 6               | 332  | 0    | 0    | 338        | 0          | 0               | 459  | 3    | 0    | 462        | 804        |
| 04:30 PM                                                   | 5                  | 0    | 2    | 0    | 7          | 2               | 346  | 0    | 0    | 348        | 0          | 0               | 486  | 4    | 0    | 490        | 845        |
| Total Volume                                               | 20                 | 0    | 6    | 0    | 26         | 16              | 1431 | 0    | 0    | 1447       | 0          | 0               | 1850 | 13   | 0    | 1863       | 3336       |
| % App. Total                                               | 76.9               | 0    | 23.1 | 0    |            | 1.1             | 98.9 | 0    | 0    |            |            | 0               | 99.3 | 0.7  | 0    |            |            |
| PHF                                                        | .714               | .000 | .750 | .000 | .813       | .667            | .915 | .000 | .000 | .914       | .000       | .000            | .952 | .813 | .000 | .951       | .977       |
| Private                                                    | 20                 | 0    | 6    | 0    | 26         | 16              | 1386 | 0    | 0    | 1402       | 0          | 0               | 1803 | 13   | 0    | 1816       | 3244       |
| % Private                                                  | 100                | 0    | 100  | 0    | 100        | 100             | 96.9 | 0    | 0    | 96.9       | 0          | 0               | 97.5 | 100  | 0    | 97.5       | 97.2       |
| Light                                                      | 0                  | 0    | 0    | 0    | 0          | 0               | 25   | 0    | 0    | 25         | 0          | 0               | 29   | 0    | 0    | 29         | 54         |
| % Light                                                    | 0                  | 0    | 0    | 0    | 0          | 0               | 1.7  | 0    | 0    | 1.7        | 0          | 0               | 1.6  | 0    | 0    | 1.6        | 1.6        |
| Heavy                                                      | 0                  | 0    | 0    | 0    | 0          | 0               | 20   | 0    | 0    | 20         | 0          | 0               | 18   | 0    | 0    | 18         | 38         |
| % Heavy                                                    | 0                  | 0    | 0    | 0    | 0          | 0               | 1.4  | 0    | 0    | 1.4        | 0          | 0               | 1.0  | 0    | 0    | 1.0        | 1.1        |





## Silver State Traffic Data Collection, LLC

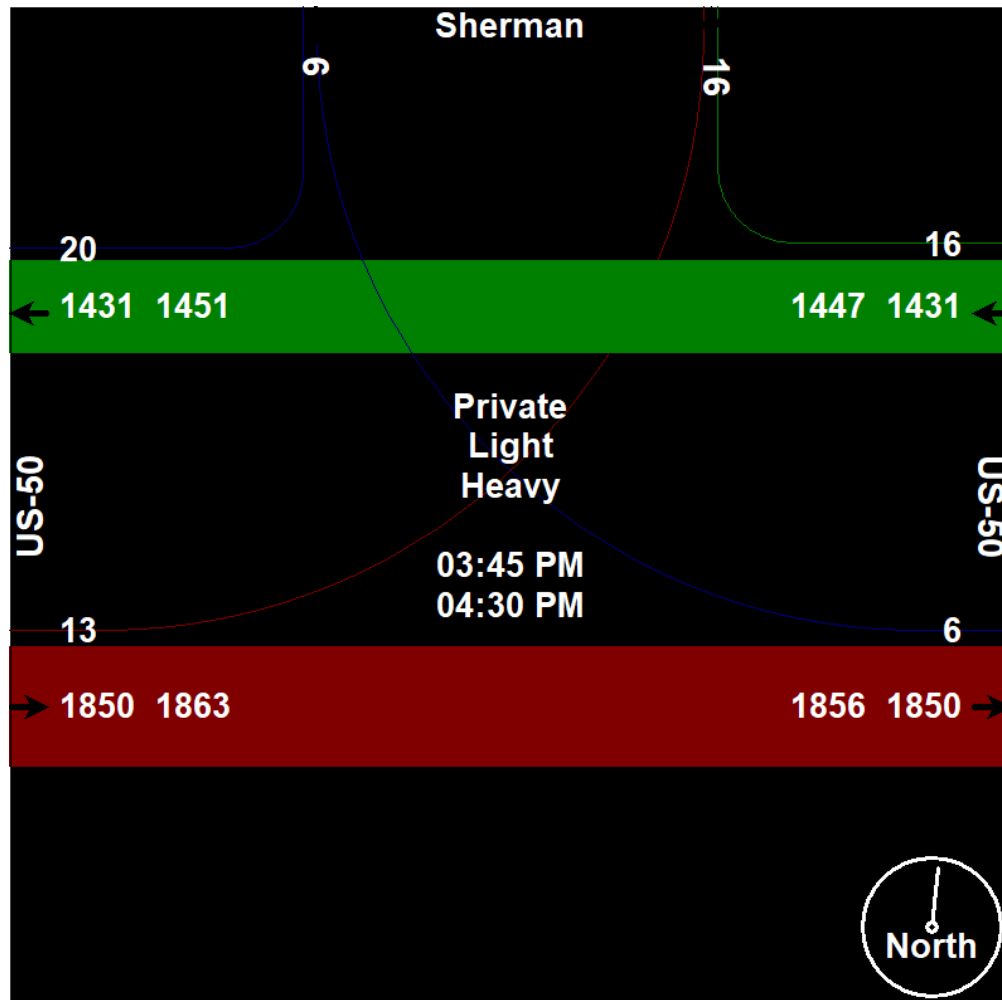
1819 Quarley Place  
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## Silver State Traffic Data Collection, LLC

1819 Quarley Place  
Henderson, Nevada, 89014  
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US-50 E. Carson Complete Streets Study  
12-Hour Classification Count  
US-50 & Silver State Street

File Name : US-50 and Silver State Street  
Site Code : 00000000  
Start Date : 10/31/2023  
Page No : 1

Groups Printed- Private - Light - Heavy

|            | Silver State Southbound |      |      |      |            | US-50 Westbound |      |      |      |            | Northbound | US-50 Eastbound |      |      |      |            |            |
|------------|-------------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|-----------------|------|------|------|------------|------------|
| Start Time | Right                   | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| 06:00 AM   | 4                       | 0    | 0    | 0    | 4          | 1               | 154  | 0    | 0    | 155        | 0          | 0               | 72   | 0    | 0    | 72         | 231        |
| 06:15 AM   | 1                       | 0    | 0    | 0    | 1          | 1               | 220  | 0    | 0    | 221        | 0          | 0               | 131  | 0    | 0    | 131        | 353        |
| 06:30 AM   | 3                       | 0    | 0    | 0    | 3          | 0               | 225  | 0    | 0    | 225        | 0          | 0               | 145  | 0    | 0    | 145        | 373        |
| 06:45 AM   | 2                       | 0    | 0    | 0    | 2          | 0               | 274  | 0    | 0    | 274        | 0          | 0               | 145  | 1    | 0    | 146        | 422        |
| Total      | 10                      | 0    | 0    | 0    | 10         | 2               | 873  | 0    | 0    | 875        | 0          | 0               | 493  | 1    | 0    | 494        | 1379       |
| 07:00 AM   | 8                       | 0    | 2    | 0    | 10         | 2               | 263  | 0    | 0    | 265        | 0          | 0               | 133  | 1    | 0    | 134        | 409        |
| 07:15 AM   | 5                       | 0    | 1    | 0    | 6          | 2               | 325  | 0    | 0    | 327        | 0          | 0               | 155  | 2    | 0    | 157        | 490        |
| 07:30 AM   | 10                      | 0    | 0    | 0    | 10         | 1               | 326  | 0    | 0    | 327        | 0          | 0               | 158  | 7    | 0    | 165        | 502        |
| 07:45 AM   | 5                       | 0    | 0    | 0    | 5          | 0               | 315  | 0    | 0    | 315        | 0          | 0               | 186  | 4    | 0    | 190        | 510        |
| Total      | 28                      | 0    | 3    | 0    | 31         | 5               | 1229 | 0    | 0    | 1234       | 0          | 0               | 632  | 14   | 0    | 646        | 1911       |
| 08:00 AM   | 3                       | 0    | 0    | 0    | 3          | 0               | 254  | 0    | 0    | 254        | 0          | 0               | 137  | 1    | 0    | 138        | 395        |
| 08:15 AM   | 1                       | 0    | 0    | 0    | 1          | 2               | 230  | 0    | 0    | 232        | 0          | 0               | 175  | 2    | 0    | 177        | 410        |
| 08:30 AM   | 8                       | 0    | 1    | 0    | 9          | 1               | 232  | 0    | 0    | 233        | 0          | 0               | 153  | 2    | 0    | 155        | 397        |
| 08:45 AM   | 4                       | 0    | 1    | 0    | 5          | 0               | 233  | 0    | 0    | 233        | 0          | 0               | 156  | 2    | 0    | 158        | 396        |
| Total      | 16                      | 0    | 2    | 0    | 18         | 3               | 949  | 0    | 0    | 952        | 0          | 0               | 621  | 7    | 0    | 628        | 1598       |
| 09:00 AM   | 3                       | 0    | 0    | 0    | 3          | 0               | 200  | 0    | 0    | 200        | 0          | 0               | 129  | 3    | 0    | 132        | 335        |
| 09:15 AM   | 1                       | 0    | 0    | 0    | 1          | 1               | 208  | 0    | 0    | 209        | 0          | 0               | 146  | 2    | 0    | 148        | 358        |
| 09:30 AM   | 2                       | 0    | 0    | 0    | 2          | 0               | 207  | 0    | 0    | 207        | 0          | 0               | 182  | 1    | 0    | 183        | 392        |
| 09:45 AM   | 2                       | 0    | 0    | 0    | 2          | 2               | 238  | 0    | 0    | 240        | 0          | 0               | 150  | 4    | 0    | 154        | 396        |
| Total      | 8                       | 0    | 0    | 0    | 8          | 3               | 853  | 0    | 0    | 856        | 0          | 0               | 607  | 10   | 0    | 617        | 1481       |
| 10:00 AM   | 3                       | 0    | 0    | 0    | 3          | 2               | 168  | 0    | 0    | 170        | 0          | 0               | 186  | 1    | 0    | 187        | 360        |
| 10:15 AM   | 1                       | 0    | 0    | 0    | 1          | 0               | 229  | 0    | 0    | 229        | 0          | 0               | 189  | 1    | 0    | 190        | 420        |
| 10:30 AM   | 4                       | 0    | 0    | 0    | 4          | 0               | 207  | 0    | 0    | 207        | 0          | 0               | 187  | 1    | 0    | 188        | 399        |
| 10:45 AM   | 1                       | 0    | 0    | 0    | 1          | 0               | 228  | 0    | 0    | 228        | 0          | 0               | 199  | 1    | 0    | 200        | 429        |
| Total      | 9                       | 0    | 0    | 0    | 9          | 2               | 832  | 0    | 0    | 834        | 0          | 0               | 761  | 4    | 0    | 765        | 1608       |
| 11:00 AM   | 3                       | 0    | 1    | 0    | 4          | 1               | 204  | 0    | 0    | 205        | 0          | 0               | 165  | 4    | 0    | 169        | 378        |
| 11:15 AM   | 1                       | 0    | 1    | 0    | 2          | 1               | 227  | 0    | 0    | 228        | 0          | 0               | 216  | 3    | 0    | 219        | 449        |
| 11:30 AM   | 8                       | 0    | 0    | 0    | 8          | 4               | 244  | 0    | 0    | 248        | 0          | 0               | 223  | 5    | 0    | 228        | 484        |
| 11:45 AM   | 7                       | 0    | 0    | 0    | 7          | 1               | 245  | 0    | 0    | 246        | 0          | 0               | 224  | 1    | 0    | 225        | 478        |
| Total      | 19                      | 0    | 2    | 0    | 21         | 7               | 920  | 0    | 0    | 927        | 0          | 0               | 828  | 13   | 0    | 841        | 1789       |
| 12:00 PM   | 2                       | 0    | 1    | 0    | 3          | 0               | 230  | 0    | 0    | 230        | 0          | 0               | 252  | 3    | 0    | 255        | 488        |
| 12:15 PM   | 2                       | 0    | 0    | 0    | 2          | 2               | 238  | 0    | 0    | 240        | 0          | 0               | 222  | 6    | 0    | 228        | 470        |
| 12:30 PM   | 2                       | 0    | 0    | 0    | 2          | 0               | 233  | 0    | 0    | 233        | 0          | 0               | 239  | 1    | 0    | 240        | 475        |
| 12:45 PM   | 3                       | 0    | 0    | 0    | 3          | 0               | 250  | 0    | 0    | 250        | 0          | 0               | 223  | 1    | 0    | 224        | 477        |
| Total      | 9                       | 0    | 1    | 0    | 10         | 2               | 951  | 0    | 0    | 953        | 0          | 0               | 936  | 11   | 0    | 947        | 1910       |
| 01:00 PM   | 3                       | 0    | 0    | 0    | 3          | 1               | 249  | 0    | 0    | 250        | 0          | 0               | 230  | 1    | 0    | 231        | 484        |
| 01:15 PM   | 3                       | 0    | 1    | 0    | 4          | 1               | 222  | 0    | 0    | 223        | 0          | 0               | 242  | 4    | 0    | 246        | 473        |
| 01:30 PM   | 3                       | 0    | 1    | 0    | 4          | 0               | 244  | 0    | 0    | 244        | 0          | 0               | 223  | 4    | 0    | 227        | 475        |
| 01:45 PM   | 5                       | 0    | 1    | 0    | 6          | 0               | 214  | 0    | 0    | 214        | 0          | 0               | 212  | 3    | 0    | 215        | 435        |
| Total      | 14                      | 0    | 3    | 0    | 17         | 2               | 929  | 0    | 0    | 931        | 0          | 0               | 907  | 12   | 0    | 919        | 1867       |



## Silver State Traffic Data Collection, LLC

1819 Quarley Place  
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(702) 217-1968 - Cell

File Name : US-50 and Silver State Street

Site Code : 00000000

Start Date : 10/31/2023

Page No : 2

Groups Printed- Private - Light - Heavy

|             | Silver State Southbound |      |      |      |            | US-50 Westbound |       |      |      |            | Northbound | US-50 Eastbound |       |      |      |            |            |
|-------------|-------------------------|------|------|------|------------|-----------------|-------|------|------|------------|------------|-----------------|-------|------|------|------------|------------|
| Start Time  | Right                   | Thru | Left | Peds | App. Total | Right           | Thru  | Left | Peds | App. Total | App. Total | Right           | Thru  | Left | Peds | App. Total | Int. Total |
| 02:00 PM    | 4                       | 0    | 0    | 0    | 4          | 2               | 215   | 0    | 0    | 217        | 0          | 0               | 253   | 1    | 0    | 254        | 475        |
| 02:15 PM    | 4                       | 0    | 1    | 0    | 5          | 0               | 227   | 0    | 0    | 227        | 0          | 0               | 270   | 6    | 0    | 276        | 508        |
| 02:30 PM    | 3                       | 0    | 0    | 0    | 3          | 2               | 289   | 0    | 0    | 291        | 0          | 0               | 244   | 4    | 0    | 248        | 542        |
| 02:45 PM    | 5                       | 0    | 1    | 0    | 6          | 0               | 221   | 0    | 0    | 221        | 0          | 0               | 287   | 5    | 0    | 292        | 519        |
| Total       | 16                      | 0    | 2    | 0    | 18         | 4               | 952   | 0    | 0    | 956        | 0          | 0               | 1054  | 16   | 0    | 1070       | 2044       |
| 03:00 PM    | 3                       | 0    | 1    | 0    | 4          | 2               | 272   | 0    | 0    | 274        | 0          | 0               | 271   | 3    | 0    | 274        | 552        |
| 03:15 PM    | 2                       | 0    | 1    | 0    | 3          | 0               | 214   | 0    | 0    | 214        | 0          | 0               | 280   | 5    | 0    | 285        | 502        |
| 03:30 PM    | 2                       | 0    | 0    | 0    | 2          | 1               | 275   | 0    | 0    | 276        | 0          | 0               | 305   | 7    | 0    | 312        | 590        |
| 03:45 PM    | 5                       | 0    | 1    | 0    | 6          | 0               | 254   | 0    | 0    | 254        | 0          | 0               | 303   | 5    | 0    | 308        | 568        |
| Total       | 12                      | 0    | 3    | 0    | 15         | 3               | 1015  | 0    | 0    | 1018       | 0          | 0               | 1159  | 20   | 0    | 1179       | 2212       |
| 04:00 PM    | 5                       | 0    | 1    | 0    | 6          | 0               | 276   | 0    | 0    | 276        | 0          | 0               | 287   | 3    | 0    | 290        | 572        |
| 04:15 PM    | 3                       | 0    | 2    | 0    | 5          | 0               | 255   | 0    | 0    | 255        | 0          | 0               | 297   | 7    | 0    | 304        | 564        |
| 04:30 PM    | 6                       | 0    | 0    | 0    | 6          | 1               | 264   | 0    | 0    | 265        | 0          | 0               | 339   | 9    | 0    | 348        | 619        |
| 04:45 PM    | 6                       | 0    | 0    | 0    | 6          | 3               | 229   | 0    | 0    | 232        | 0          | 0               | 328   | 7    | 0    | 335        | 573        |
| Total       | 20                      | 0    | 3    | 0    | 23         | 4               | 1024  | 0    | 0    | 1028       | 0          | 0               | 1251  | 26   | 0    | 1277       | 2328       |
| 05:00 PM    | 9                       | 0    | 0    | 0    | 9          | 3               | 226   | 0    | 0    | 229        | 0          | 0               | 281   | 12   | 0    | 293        | 531        |
| 05:15 PM    | 9                       | 0    | 3    | 0    | 12         | 2               | 240   | 0    | 0    | 242        | 0          | 0               | 293   | 3    | 0    | 296        | 550        |
| 05:30 PM    | 9                       | 0    | 1    | 0    | 10         | 1               | 235   | 0    | 0    | 236        | 0          | 0               | 280   | 7    | 0    | 287        | 533        |
| 05:45 PM    | 5                       | 0    | 0    | 0    | 5          | 0               | 193   | 0    | 0    | 193        | 0          | 0               | 192   | 3    | 0    | 195        | 393        |
| Total       | 32                      | 0    | 4    | 0    | 36         | 6               | 894   | 0    | 0    | 900        | 0          | 0               | 1046  | 25   | 0    | 1071       | 2007       |
| Grand Total | 193                     | 0    | 23   | 0    | 216        | 43              | 11421 | 0    | 0    | 11464      | 0          | 0               | 10295 | 159  | 0    | 10454      | 22134      |
| Apprch %    | 89.4                    | 0    | 10.6 | 0    |            | 0.4             | 99.6  | 0    | 0    |            | 0          | 0               | 98.5  | 1.5  | 0    |            |            |
| Total %     | 0.9                     | 0    | 0.1  | 0    | 1          | 0.2             | 51.6  | 0    | 0    | 51.8       | 0          | 0               | 46.5  | 0.7  | 0    | 47.2       |            |
| Private     | 193                     | 0    | 23   | 0    | 216        | 43              | 10778 | 0    | 0    | 10821      | 0          | 0               | 9627  | 159  | 0    | 9786       | 20823      |
| % Private   | 100                     | 0    | 100  | 0    | 100        | 100             | 94.4  | 0    | 0    | 94.4       | 0          | 0               | 93.5  | 100  | 0    | 93.6       | 94.1       |
| Light       | 0                       | 0    | 0    | 0    | 0          | 0               | 376   | 0    | 0    | 376        | 0          | 0               | 412   | 0    | 0    | 412        | 788        |
| % Light     | 0                       | 0    | 0    | 0    | 0          | 0               | 3.3   | 0    | 0    | 3.3        | 0          | 0               | 4     | 0    | 0    | 3.9        | 3.6        |
| Heavy       | 0                       | 0    | 0    | 0    | 0          | 0               | 267   | 0    | 0    | 267        | 0          | 0               | 256   | 0    | 0    | 256        | 523        |
| % Heavy     | 0                       | 0    | 0    | 0    | 0          | 0               | 2.3   | 0    | 0    | 2.3        | 0          | 0               | 2.5   | 0    | 0    | 2.4        | 2.4        |



## Silver State Traffic Data Collection, LLC

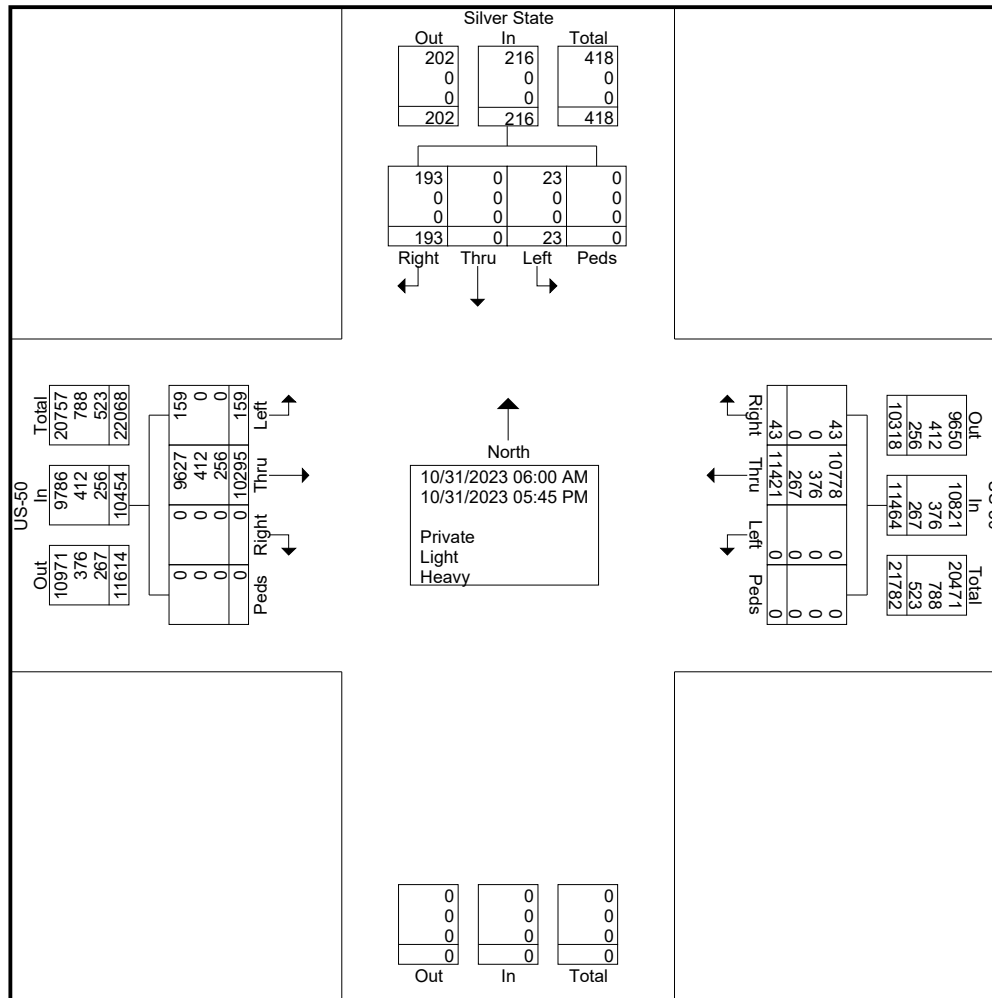
1819 Quarley Place  
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(702) 217-1968 - Cell

File Name : US-50 and Silver State Street

Site Code : 00000000

Start Date : 10/31/2023

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## Silver State Traffic Data Collection, LLC

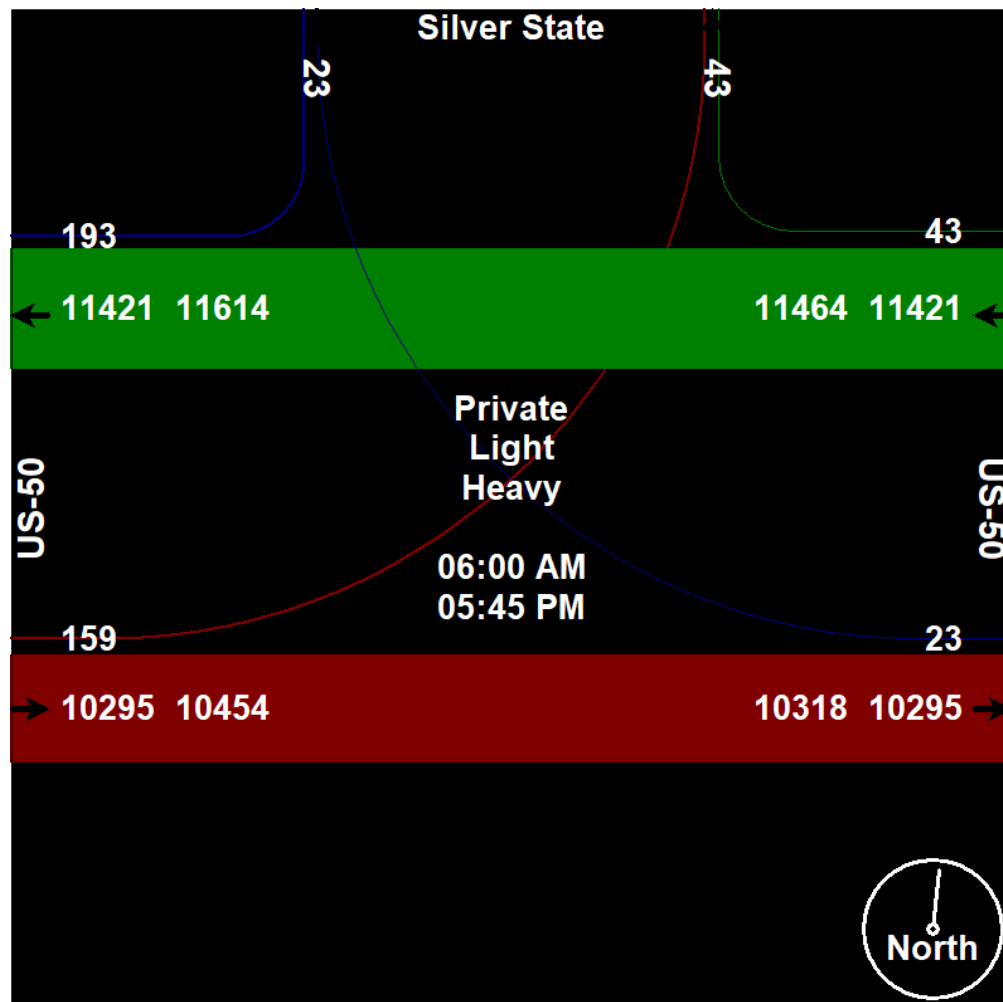
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Start Date : 10/31/2023

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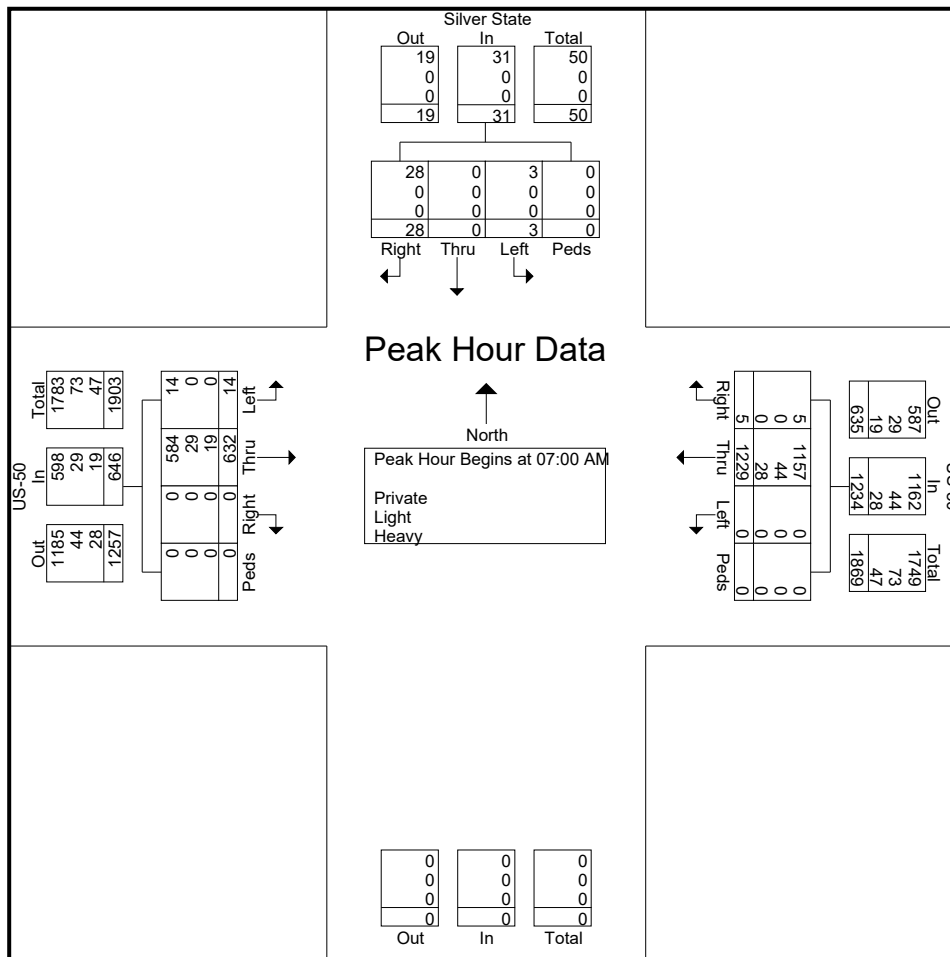


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Site Code : 00000000  
Start Date : 10/31/2023  
Page No : 5

|                                                            | Silver State Southbound |      |      |      |            | US-50 Westbound |      |      |      |            | Northbound | US-50 Eastbound |      |      |      |            |            |
|------------------------------------------------------------|-------------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|-----------------|------|------|------|------------|------------|
| Start Time                                                 | Right                   | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1 |                         |      |      |      |            |                 |      |      |      |            |            |                 |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:00 AM       |                         |      |      |      |            |                 |      |      |      |            |            |                 |      |      |      |            |            |
| 07:00 AM                                                   | 8                       | 0    | 2    | 0    | 10         | 2               | 263  | 0    | 0    | 265        | 0          | 0               | 133  | 1    | 0    | 134        | 409        |
| 07:15 AM                                                   | 5                       | 0    | 1    | 0    | 6          | 2               | 325  | 0    | 0    | 327        | 0          | 0               | 155  | 2    | 0    | 157        | 490        |
| 07:30 AM                                                   | 10                      | 0    | 0    | 0    | 10         | 1               | 326  | 0    | 0    | 327        | 0          | 0               | 158  | 7    | 0    | 165        | 502        |
| 07:45 AM                                                   | 5                       | 0    | 0    | 0    | 5          | 0               | 315  | 0    | 0    | 315        | 0          | 0               | 186  | 4    | 0    | 190        | 510        |
| Total Volume                                               | 28                      | 0    | 3    | 0    | 31         | 5               | 1229 | 0    | 0    | 1234       | 0          | 0               | 632  | 14   | 0    | 646        | 1911       |
| % App. Total                                               | 90.3                    | 0    | 9.7  | 0    |            | 0.4             | 99.6 | 0    | 0    |            |            | 0               | 97.8 | 2.2  | 0    |            |            |
| PHF                                                        | .700                    | .000 | .375 | .000 | .775       | .625            | .942 | .000 | .000 | .943       | .000       | .000            | .849 | .500 | .000 | .850       | .937       |
| Private                                                    | 28                      | 0    | 3    | 0    | 31         | 5               | 1157 | 0    | 0    | 1162       | 0          | 0               | 584  | 14   | 0    | 598        | 1791       |
| % Private                                                  | 100                     | 0    | 100  | 0    | 100        | 100             | 94.1 | 0    | 0    | 94.2       | 0          | 0               | 92.4 | 100  | 0    | 92.6       | 93.7       |
| Light                                                      | 0                       | 0    | 0    | 0    | 0          | 0               | 44   | 0    | 0    | 44         | 0          | 0               | 29   | 0    | 0    | 29         | 73         |
| % Light                                                    | 0                       | 0    | 0    | 0    | 0          | 0               | 3.6  | 0    | 0    | 3.6        | 0          | 0               | 4.6  | 0    | 0    | 4.5        | 3.8        |
| Heavy                                                      | 0                       | 0    | 0    | 0    | 0          | 0               | 28   | 0    | 0    | 28         | 0          | 0               | 19   | 0    | 0    | 19         | 47         |
| % Heavy                                                    | 0                       | 0    | 0    | 0    | 0          | 0               | 2.3  | 0    | 0    | 2.3        | 0          | 0               | 3.0  | 0    | 0    | 2.9        | 2.5        |





## Silver State Traffic Data Collection, LLC

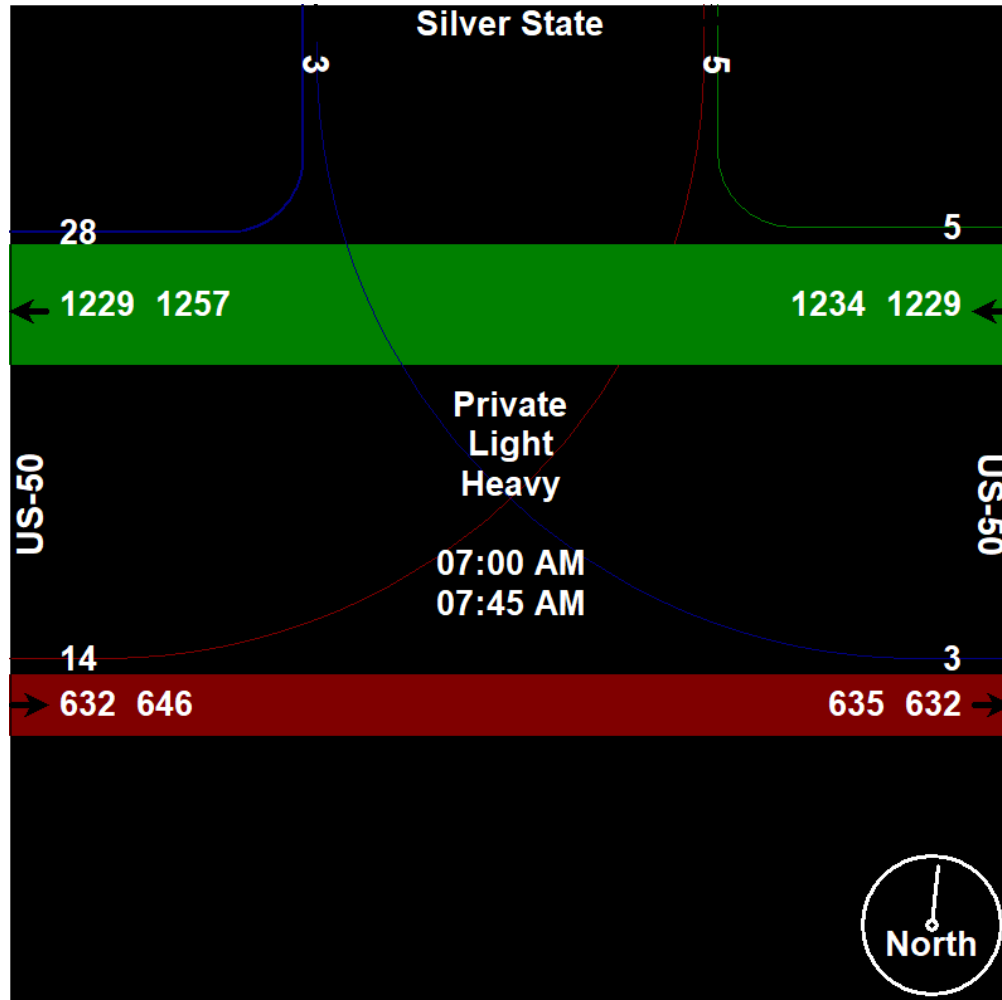
1819 Quarley Place  
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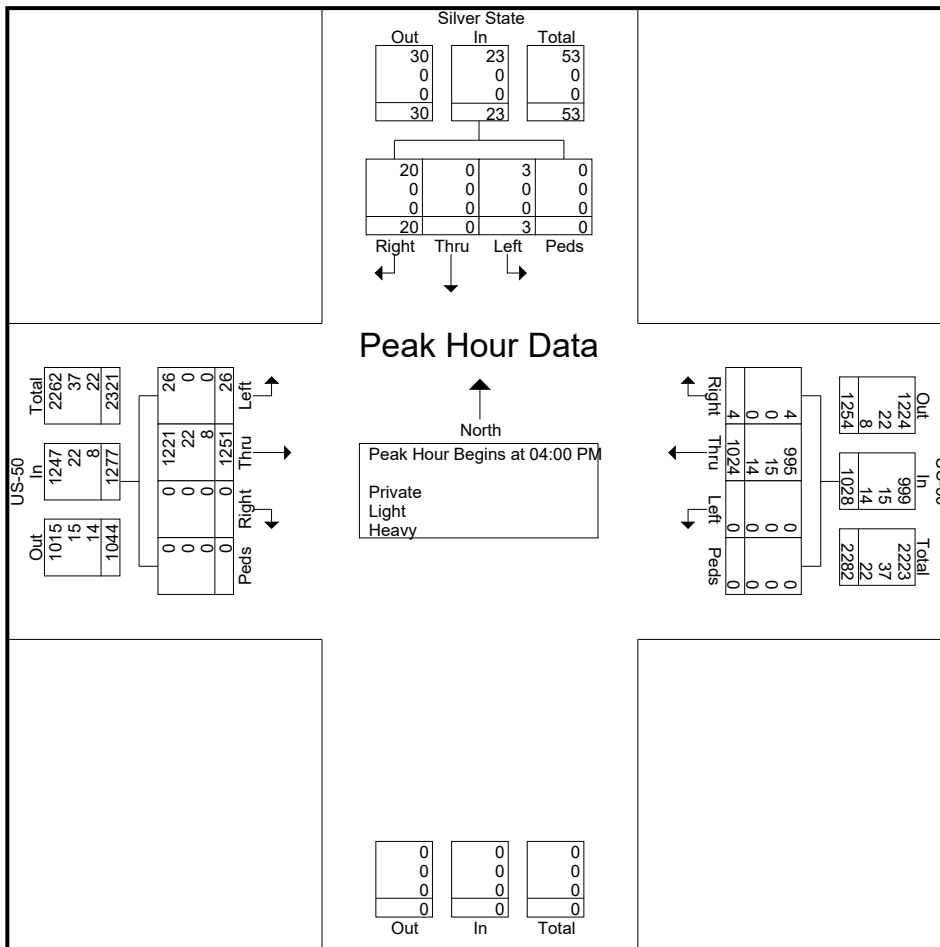
File Name : US-50 and Silver State Street

Site Code : 00000000

Start Date : 10/31/2023

Page No : 7

|                                                            | Silver State Southbound |      |      |      |            | US-50 Westbound |      |      |      |            | Northbound | US-50 Eastbound |      |      |      |            |            |
|------------------------------------------------------------|-------------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|-----------------|------|------|------|------------|------------|
| Start Time                                                 | Right                   | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 |                         |      |      |      |            |                 |      |      |      |            |            |                 |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                         |      |      |      |            |                 |      |      |      |            |            |                 |      |      |      |            |            |
| 04:00 PM                                                   | 5                       | 0    | 1    | 0    | 6          | 0               | 276  | 0    | 0    | 276        | 0          | 0               | 287  | 3    | 0    | 290        | 572        |
| 04:15 PM                                                   | 3                       | 0    | 2    | 0    | 5          | 0               | 255  | 0    | 0    | 255        | 0          | 0               | 297  | 7    | 0    | 304        | 564        |
| 04:30 PM                                                   | 6                       | 0    | 0    | 0    | 6          | 1               | 264  | 0    | 0    | 265        | 0          | 0               | 339  | 9    | 0    | 348        | 619        |
| 04:45 PM                                                   | 6                       | 0    | 0    | 0    | 6          | 3               | 229  | 0    | 0    | 232        | 0          | 0               | 328  | 7    | 0    | 335        | 573        |
| Total Volume                                               | 20                      | 0    | 3    | 0    | 23         | 4               | 1024 | 0    | 0    | 1028       | 0          | 0               | 1251 | 26   | 0    | 1277       | 2328       |
| % App. Total                                               | 87                      | 0    | 13   | 0    |            | 0.4             | 99.6 | 0    | 0    |            |            | 0               | 98   | 2    | 0    |            |            |
| PHF                                                        | .833                    | .000 | .375 | .000 | .958       | .333            | .928 | .000 | .000 | .931       | .000       | .000            | .923 | .722 | .000 | .917       | .940       |
| Private                                                    | 20                      | 0    | 3    | 0    | 23         | 4               | 995  | 0    | 0    | 999        | 0          | 0               | 1221 | 26   | 0    | 1247       | 2269       |
| % Private                                                  | 100                     | 0    | 100  | 0    | 100        | 100             | 97.2 | 0    | 0    | 97.2       | 0          | 0               | 97.6 | 100  | 0    | 97.7       | 97.5       |
| Light                                                      | 0                       | 0    | 0    | 0    | 0          | 0               | 15   | 0    | 0    | 15         | 0          | 0               | 22   | 0    | 0    | 22         | 37         |
| % Light                                                    | 0                       | 0    | 0    | 0    | 0          | 0               | 1.5  | 0    | 0    | 1.5        | 0          | 0               | 1.8  | 0    | 0    | 1.7        | 1.6        |
| Heavy                                                      | 0                       | 0    | 0    | 0    | 0          | 0               | 14   | 0    | 0    | 14         | 0          | 0               | 8    | 0    | 0    | 8          | 22         |
| % Heavy                                                    | 0                       | 0    | 0    | 0    | 0          | 0               | 1.4  | 0    | 0    | 1.4        | 0          | 0               | 0.6  | 0    | 0    | 0.6        | 0.9        |





## Silver State Traffic Data Collection, LLC

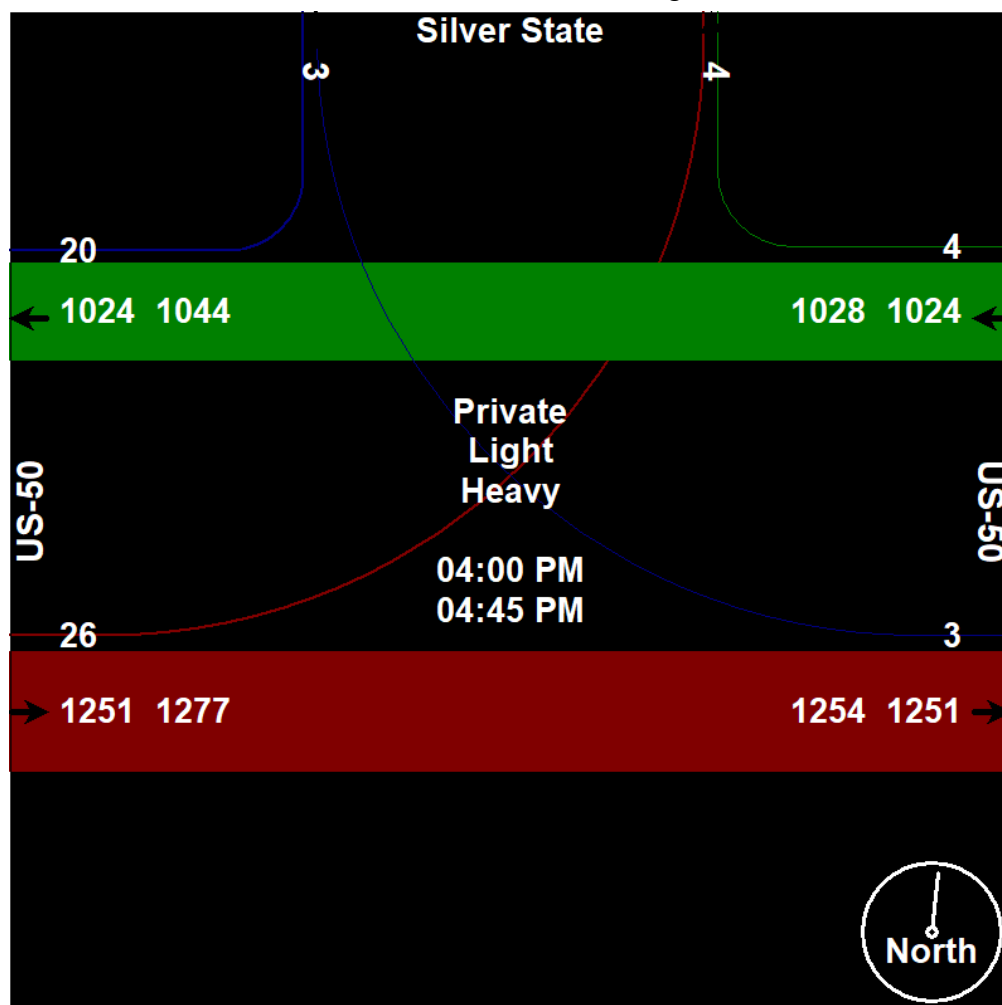
1819 Quarley Place  
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## Silver State Traffic Data Collection, LLC

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US-50 E. Carson Complete Streets Study  
Turning Movement Classification Count  
US-50 & Arrowhead Drive/Deer Run Road

File Name : US-50 and Arrowhead Drive  
Site Code : 00000000  
Start Date : 10/31/2023  
Page No : 1

Groups Printed- Private - Light - Heavy

|               | Arrowhead Southbound |      |      |      |            | US-50 Westbound |      |      |      |            | Deer Run Northbound |      |      |      |            | US-50 Eastbound |      |      |      |            |            |
|---------------|----------------------|------|------|------|------------|-----------------|------|------|------|------------|---------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|
| Start Time    | Right                | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM      | 0                    | 1    | 5    | 0    | 6          | 39              | 358  | 6    | 0    | 403        | 3                   | 5    | 16   | 0    | 24         | 13              | 147  | 1    | 0    | 161        | 594        |
| 07:15 AM      | 0                    | 0    | 7    | 0    | 7          | 45              | 464  | 3    | 0    | 512        | 3                   | 1    | 5    | 0    | 9          | 11              | 159  | 0    | 0    | 170        | 698        |
| 07:30 AM      | 1                    | 1    | 14   | 0    | 16         | 63              | 422  | 7    | 0    | 492        | 3                   | 1    | 8    | 0    | 12         | 24              | 183  | 6    | 0    | 213        | 733        |
| 07:45 AM      | 0                    | 1    | 11   | 0    | 12         | 83              | 453  | 7    | 0    | 543        | 1                   | 3    | 9    | 0    | 13         | 44              | 160  | 2    | 0    | 206        | 774        |
| Total         | 1                    | 3    | 37   | 0    | 41         | 230             | 1697 | 23   | 0    | 1950       | 10                  | 10   | 38   | 0    | 58         | 92              | 649  | 9    | 0    | 750        | 2799       |
| *** BREAK *** |                      |      |      |      |            |                 |      |      |      |            |                     |      |      |      |            |                 |      |      |      |            |            |
| 04:00 PM      | 3                    | 4    | 83   | 0    | 90         | 10              | 332  | 7    | 0    | 349        | 16                  | 2    | 32   | 0    | 50         | 6               | 432  | 2    | 0    | 440        | 929        |
| 04:15 PM      | 0                    | 2    | 58   | 0    | 60         | 5               | 274  | 4    | 0    | 283        | 11                  | 4    | 21   | 0    | 36         | 11              | 436  | 0    | 0    | 447        | 826        |
| 04:30 PM      | 1                    | 2    | 73   | 0    | 76         | 9               | 263  | 4    | 0    | 276        | 17                  | 7    | 48   | 0    | 72         | 14              | 452  | 3    | 0    | 469        | 893        |
| 04:45 PM      | 3                    | 5    | 47   | 0    | 55         | 15              | 251  | 3    | 0    | 269        | 7                   | 1    | 19   | 0    | 27         | 9               | 508  | 0    | 0    | 517        | 868        |
| Total         | 7                    | 13   | 261  | 0    | 281        | 39              | 1120 | 18   | 0    | 1177       | 51                  | 14   | 120  | 0    | 185        | 40              | 1828 | 5    | 0    | 1873       | 3516       |
| 05:00 PM      | 5                    | 6    | 88   | 0    | 99         | 13              | 273  | 4    | 0    | 290        | 6                   | 1    | 17   | 0    | 24         | 6               | 423  | 1    | 0    | 430        | 843        |
| 05:15 PM      | 2                    | 1    | 41   | 0    | 44         | 9               | 214  | 5    | 0    | 228        | 7                   | 1    | 24   | 0    | 32         | 8               | 444  | 0    | 0    | 452        | 756        |
| 05:30 PM      | 0                    | 6    | 29   | 0    | 35         | 8               | 210  | 6    | 0    | 224        | 4                   | 1    | 14   | 0    | 19         | 6               | 407  | 2    | 0    | 415        | 693        |
| 05:45 PM      | 0                    | 0    | 18   | 0    | 18         | 7               | 199  | 3    | 0    | 209        | 6                   | 2    | 7    | 0    | 15         | 8               | 282  | 0    | 0    | 290        | 532        |
| Total         | 7                    | 13   | 176  | 0    | 196        | 37              | 896  | 18   | 0    | 951        | 23                  | 5    | 62   | 0    | 90         | 28              | 1556 | 3    | 0    | 1587       | 2824       |
| Grand Total   | 17                   | 35   | 528  | 0    | 580        | 434             | 4854 | 76   | 0    | 5364       | 95                  | 36   | 268  | 0    | 399        | 240             | 4616 | 22   | 0    | 4878       | 11221      |
| Apprch %      | 2.9                  | 6    | 91   | 0    |            | 8.1             | 90.5 | 1.4  | 0    |            | 23.8                | 9    | 67.2 | 0    |            | 4.9             | 94.6 | 0.5  | 0    |            |            |
| Total %       | 0.2                  | 0.3  | 4.7  | 0    | 5.2        | 3.9             | 43.3 | 0.7  | 0    | 47.8       | 0.8                 | 0.3  | 2.4  | 0    | 3.6        | 2.1             | 41.1 | 0.2  | 0    | 43.5       |            |
| Private       | 17                   | 33   | 511  | 0    | 561        | 418             | 4659 |      |      |            |                     |      |      |      |            | 4440            |      |      |      | 10748      |            |
| % Private     | 100                  | 94.3 | 96.8 | 0    | 96.7       | 96.3            | 96   | 82.9 | 0    | 95.8       | 93.7                | 94.4 | 91   | 0    | 92         | 91.2            | 96.2 | 95.5 | 0    | 95.9       | 95.8       |
| Light         | 0                    | 1    | 12   | 0    | 13         | 5               | 115  | 6    | 0    | 126        | 6                   | 1    | 19   | 0    | 26         | 15              | 118  | 0    | 0    | 133        | 298        |
| % Light       | 0                    | 2.9  | 2.3  | 0    | 2.2        | 1.2             | 2.4  | 7.9  | 0    | 2.3        | 6.3                 | 2.8  | 7.1  | 0    | 6.5        | 6.2             | 2.6  | 0    | 0    | 2.7        | 2.7        |
| Heavy         | 0                    | 1    | 5    | 0    | 6          | 11              | 80   | 7    | 0    | 98         | 0                   | 1    | 5    | 0    | 6          | 6               | 58   | 1    | 0    | 65         | 175        |
| % Heavy       | 0                    | 2.9  | 0.9  | 0    | 1          | 2.5             | 1.6  | 9.2  | 0    | 1.8        | 0                   | 2.8  | 1.9  | 0    | 1.5        | 2.5             | 1.3  | 4.5  | 0    | 1.3        | 1.6        |



## Silver State Traffic Data Collection, LLC

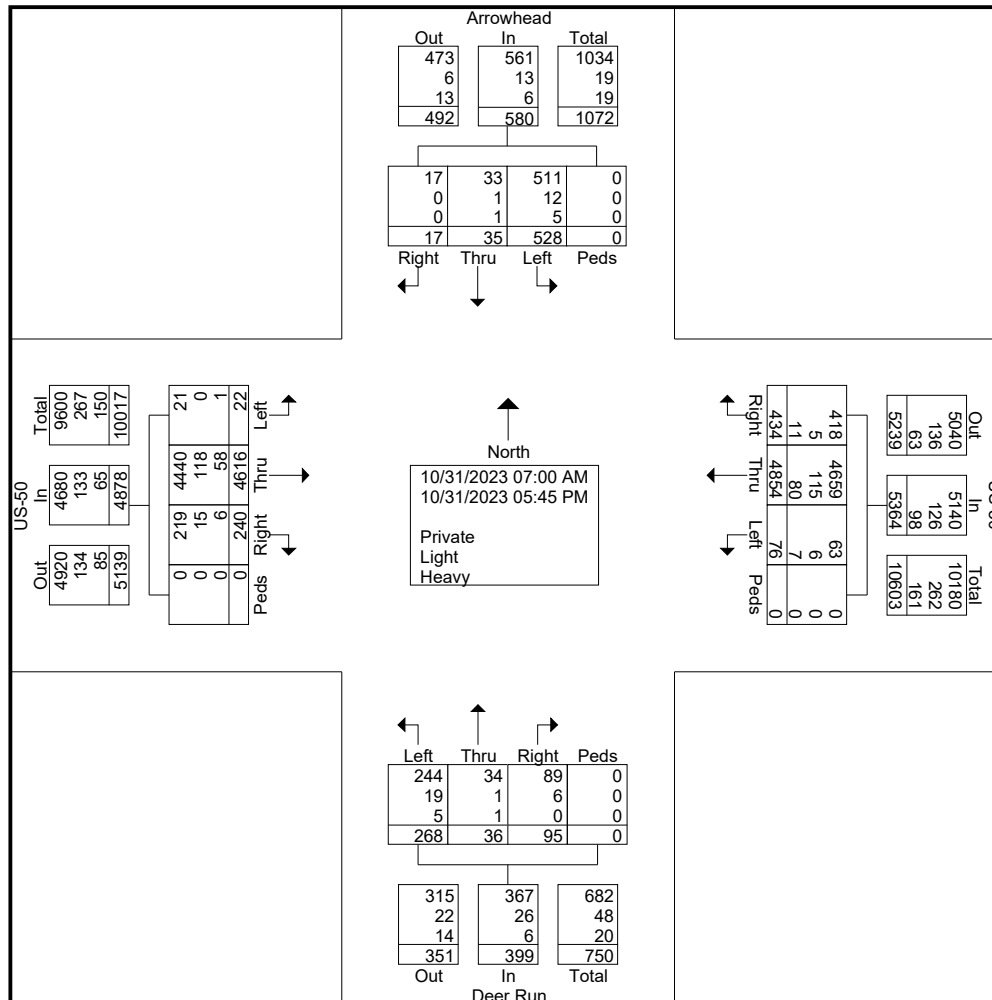
1819 Quarley Place  
Henderson, Nevada, 89014  
sstraffic@msn.com  
(702) 898-1968 - Office  
(702) 217-1968 - Cell

File Name : US-50 and Arrowhead Drive

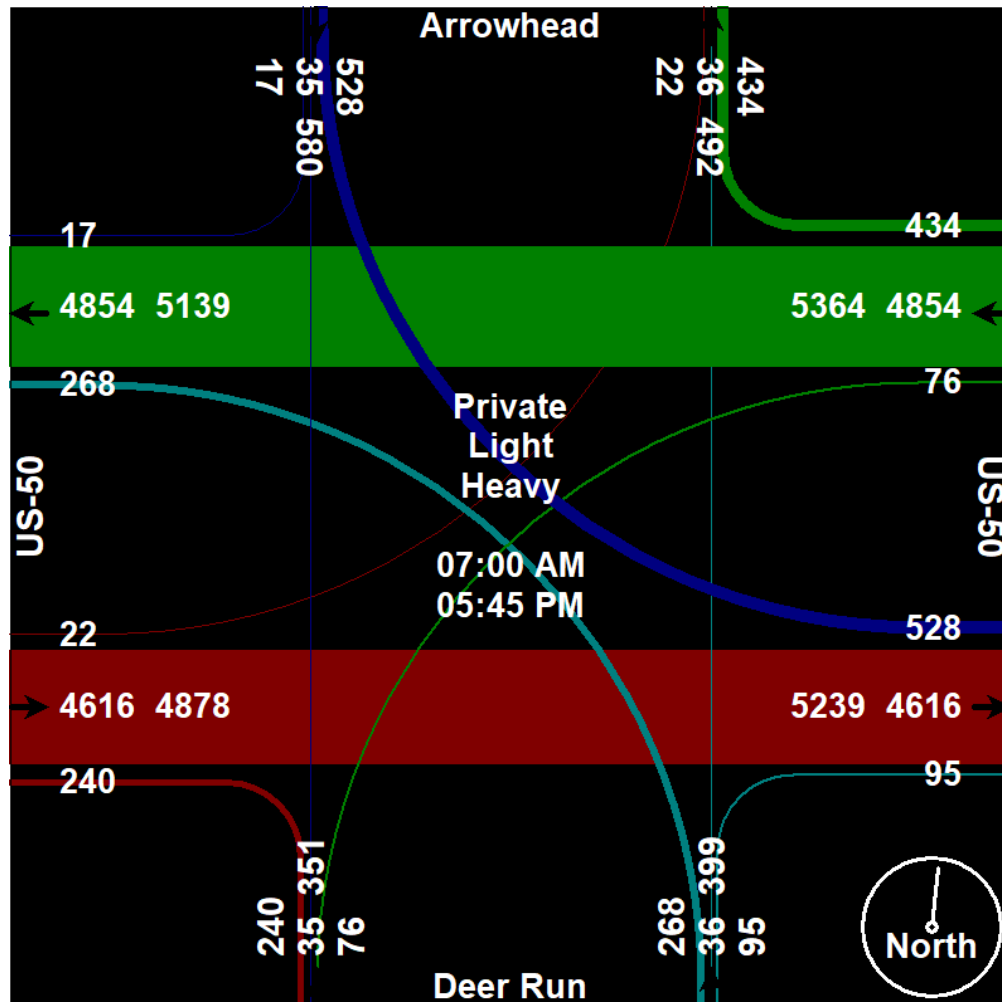
Site Code : 00000000

Start Date : 10/31/2023

Page No : 2



File Name : US-50 and Arrowhead Drive  
Site Code : 00000000  
Start Date : 10/31/2023  
Page No : 3



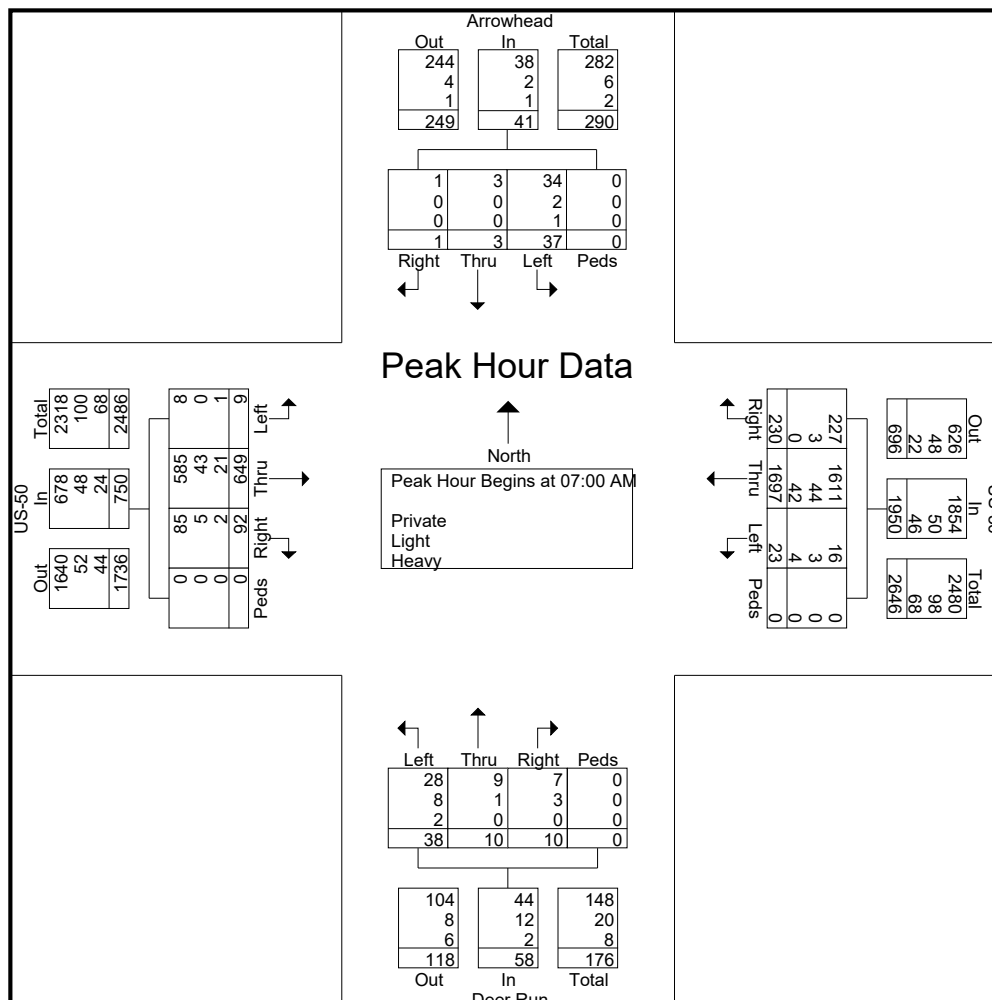


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File Name : US-50 and Arrowhead Drive  
Site Code : 00000000  
Start Date : 10/31/2023  
Page No : 4

|                                                            | Arrowhead Southbound |      |      |      |            | US-50 Westbound |      |      |      |            | Deer Run Northbound |      |      |      |            | US-50 Eastbound |      |      |      |            |            |
|------------------------------------------------------------|----------------------|------|------|------|------------|-----------------|------|------|------|------------|---------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|
| Start Time                                                 | Right                | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 |                      |      |      |      |            |                 |      |      |      |            |                     |      |      |      |            |                 |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:00 AM       |                      |      |      |      |            |                 |      |      |      |            |                     |      |      |      |            |                 |      |      |      |            |            |
| 07:00 AM                                                   | 0                    | 1    | 5    | 0    | 6          | 39              | 358  | 6    | 0    | 403        | 3                   | 5    | 16   | 0    | 24         | 13              | 147  | 1    | 0    | 161        | 594        |
| 07:15 AM                                                   | 0                    | 0    | 7    | 0    | 7          | 45              | 464  | 3    | 0    | 512        | 3                   | 1    | 5    | 0    | 9          | 11              | 159  | 0    | 0    | 170        | 698        |
| 07:30 AM                                                   | 1                    | 1    | 14   | 0    | 16         | 63              | 422  | 7    | 0    | 492        | 3                   | 1    | 8    | 0    | 12         | 24              | 183  | 6    | 0    | 213        | 733        |
| 07:45 AM                                                   | 0                    | 1    | 11   | 0    | 12         | 83              | 453  | 7    | 0    | 543        | 1                   | 3    | 9    | 0    | 13         | 44              | 160  | 2    | 0    | 206        | 774        |
| Total Volume                                               | 1                    | 3    | 37   | 0    | 41         | 230             | 1697 | 23   | 0    | 1950       | 10                  | 10   | 38   | 0    | 58         | 92              | 649  | 9    | 0    | 750        | 2799       |
| % App. Total                                               | 2.4                  | 7.3  | 90.2 | 0    |            | 11.8            | 87   | 1.2  | 0    |            | 17.2                | 17.2 | 65.5 | 0    |            | 12.3            | 86.5 | 1.2  | 0    |            |            |
| PHF                                                        | .250                 | .750 | .661 | .000 | .641       | .693            | .914 | .821 | .000 | .898       | .833                | .500 | .594 | .000 | .604       | .523            | .887 | .375 | .000 | .880       | .904       |
| Private                                                    | 1                    | 3    | 34   | 0    | 38         | 227             | 1611 |      |      |            |                     |      |      |      |            |                 |      |      |      |            |            |
| % Private                                                  | 100                  | 100  | 91.9 | 0    | 92.7       | 98.7            | 94.9 | 69.6 | 0    | 95.1       | 70.0                | 90.0 | 73.7 | 0    | 75.9       | 92.4            | 90.1 | 88.9 | 0    | 90.4       | 93.4       |
| Light                                                      | 0                    | 0    | 2    | 0    | 2          | 3               | 44   | 3    | 0    | 50         | 3                   | 1    | 8    | 0    | 12         | 5               | 43   | 0    | 0    | 48         | 112        |
| % Light                                                    | 0                    | 0    | 5.4  | 0    | 4.9        | 1.3             | 2.6  | 13.0 | 0    | 2.6        | 30.0                | 10.0 | 21.1 | 0    | 20.7       | 5.4             | 6.6  | 0    | 0    | 6.4        | 4.0        |
| Heavy                                                      | 0                    | 0    | 1    | 0    | 1          | 0               | 42   | 4    | 0    | 46         | 0                   | 0    | 2    | 0    | 2          | 2               | 21   | 1    | 0    | 24         | 73         |
| % Heavy                                                    | 0                    | 0    | 2.7  | 0    | 2.4        | 0               | 2.5  | 17.4 | 0    | 2.4        | 0                   | 0    | 5.3  | 0    | 3.4        | 2.2             | 3.2  | 11.1 | 0    | 3.2        | 2.6        |





## Silver State Traffic Data Collection, LLC

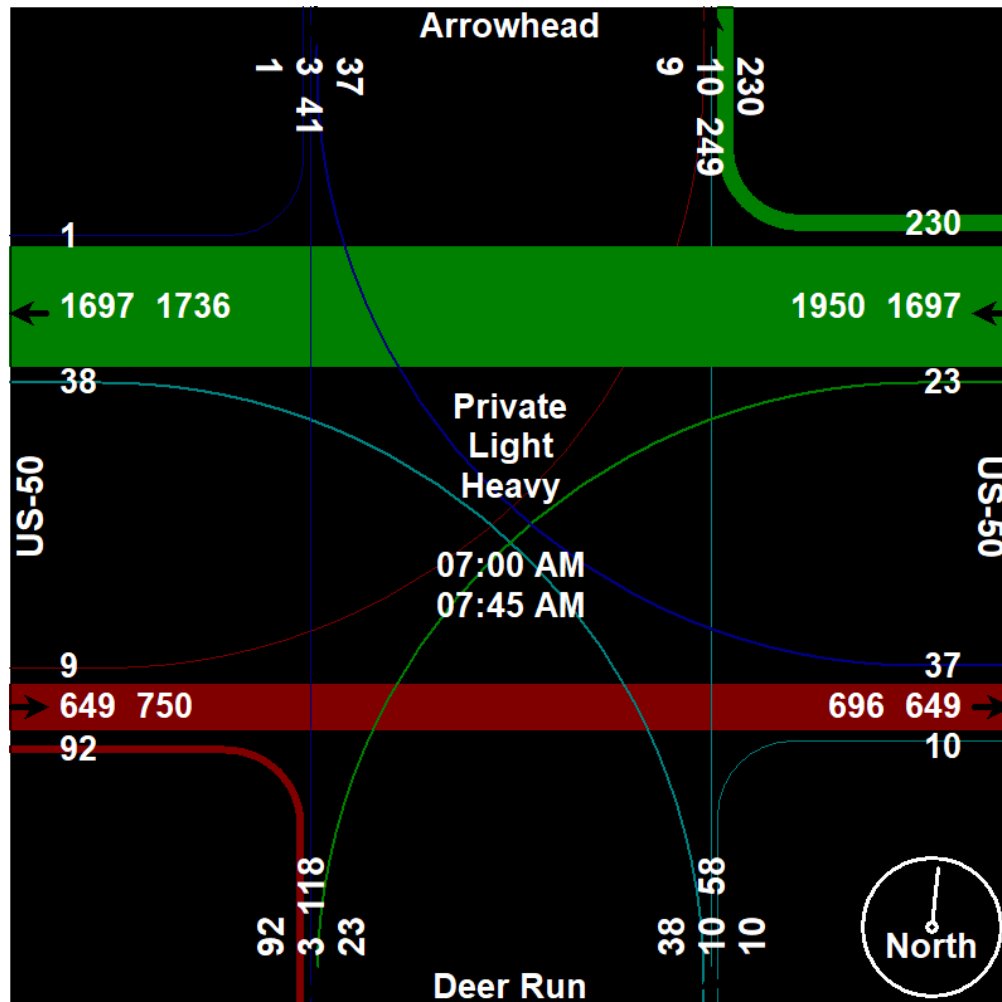
1819 Quarley Place  
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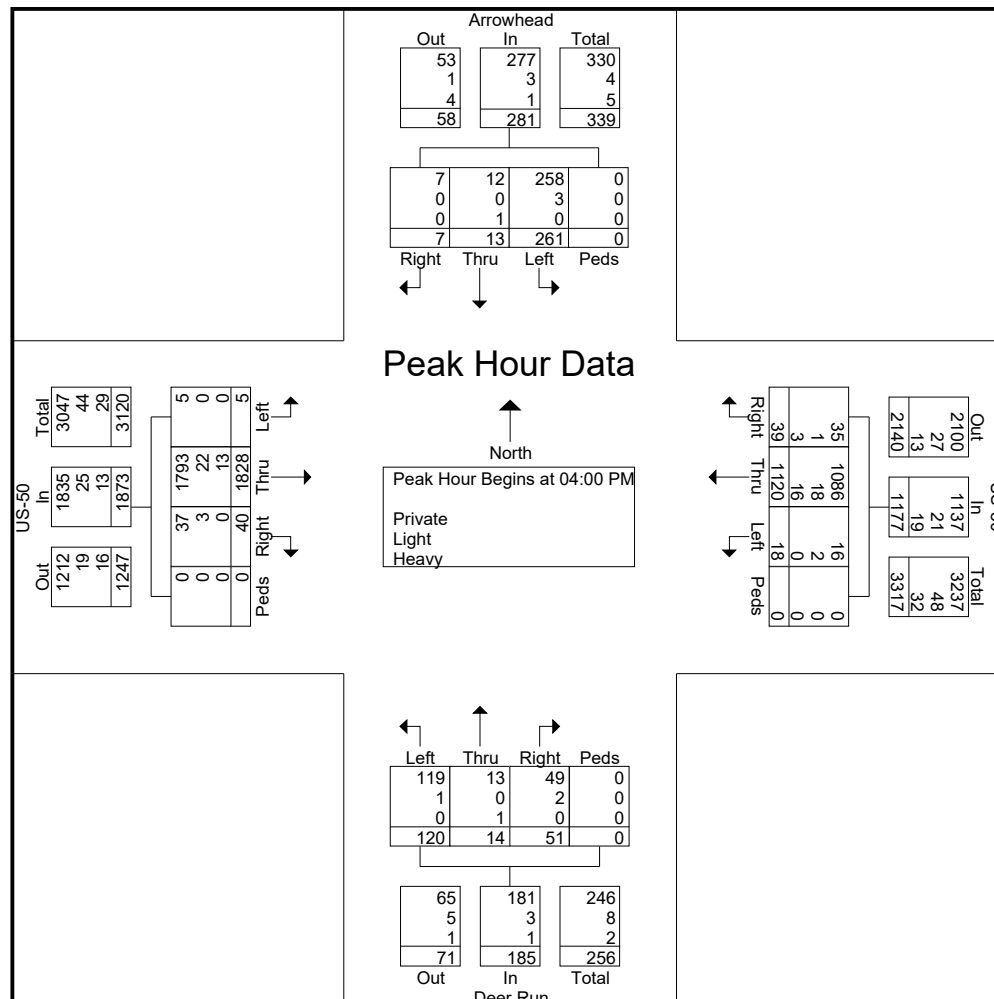
File Name : US-50 and Arrowhead Drive

Site Code : 00000000

Start Date : 10/31/2023

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|                                                            | Arrowhead Southbound |      |      |      |            | US-50 Westbound |      |      |      |            | Deer Run Northbound |      |      |      |            | US-50 Eastbound |      |      |      |            |            |
|------------------------------------------------------------|----------------------|------|------|------|------------|-----------------|------|------|------|------------|---------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|
| Start Time                                                 | Right                | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 |                      |      |      |      |            |                 |      |      |      |            |                     |      |      |      |            |                 |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                      |      |      |      |            |                 |      |      |      |            |                     |      |      |      |            |                 |      |      |      |            |            |
| 04:00 PM                                                   | 3                    | 4    | 83   | 0    | 90         | 10              | 332  | 7    | 0    | 349        | 16                  | 2    | 32   | 0    | 50         | 6               | 432  | 2    | 0    | 440        | 929        |
| 04:15 PM                                                   | 0                    | 2    | 58   | 0    | 60         | 5               | 274  | 4    | 0    | 283        | 11                  | 4    | 21   | 0    | 36         | 11              | 436  | 0    | 0    | 447        | 826        |
| 04:30 PM                                                   | 1                    | 2    | 73   | 0    | 76         | 9               | 263  | 4    | 0    | 276        | 17                  | 7    | 48   | 0    | 72         | 14              | 452  | 3    | 0    | 469        | 893        |
| 04:45 PM                                                   | 3                    | 5    | 47   | 0    | 55         | 15              | 251  | 3    | 0    | 269        | 7                   | 1    | 19   | 0    | 27         | 9               | 508  | 0    | 0    | 517        | 868        |
| Total Volume                                               | 7                    | 13   | 261  | 0    | 281        | 39              | 1120 | 18   | 0    | 1177       | 51                  | 14   | 120  | 0    | 185        | 40              | 1828 | 5    | 0    | 1873       | 3516       |
| % App. Total                                               | 2.5                  | 4.6  | 92.9 | 0    |            | 3.3             | 95.2 | 1.5  | 0    |            | 27.6                | 7.6  | 64.9 | 0    |            | 2.1             | 97.6 | 0.3  | 0    |            |            |
| PHF                                                        | .583                 | .650 | .786 | .000 | .781       | .650            | .843 | .643 | .000 | .843       | .750                | .500 | .625 | .000 | .642       | .714            | .900 | .417 | .000 | .906       | .946       |
| Private                                                    | 7                    | 12   | 258  | 0    | 277        | 35              | 1086 |      |      |            |                     |      |      |      |            | 1793            |      |      |      |            |            |
| % Private                                                  | 100                  | 92.3 | 98.9 | 0    | 98.6       | 89.7            | 97.0 | 88.9 | 0    | 96.6       | 96.1                | 92.9 | 99.2 | 0    | 97.8       | 92.5            | 98.1 | 100  | 0    | 98.0       | 97.6       |
| Light                                                      | 0                    | 0    | 3    | 0    | 3          | 1               | 18   | 2    | 0    | 21         | 2                   | 0    | 1    | 0    | 3          | 3               | 22   | 0    | 0    | 25         | 52         |
| % Light                                                    | 0                    | 0    | 1.1  | 0    | 1.1        | 2.6             | 1.6  | 11.1 | 0    | 1.8        | 3.9                 | 0    | 0.8  | 0    | 1.6        | 7.5             | 1.2  | 0    | 0    | 1.3        | 1.5        |
| Heavy                                                      | 0                    | 1    | 0    | 0    | 1          | 3               | 16   | 0    | 0    | 19         | 0                   | 1    | 0    | 0    | 1          | 0               | 13   | 0    | 0    | 13         | 34         |
| % Heavy                                                    | 0                    | 7.7  | 0    | 0    | 0.4        | 7.7             | 1.4  | 0    | 0    | 1.6        | 0                   | 7.1  | 0    | 0    | 0.5        | 0               | 0.7  | 0    | 0    | 0.7        | 1.0        |





## Silver State Traffic Data Collection, LLC

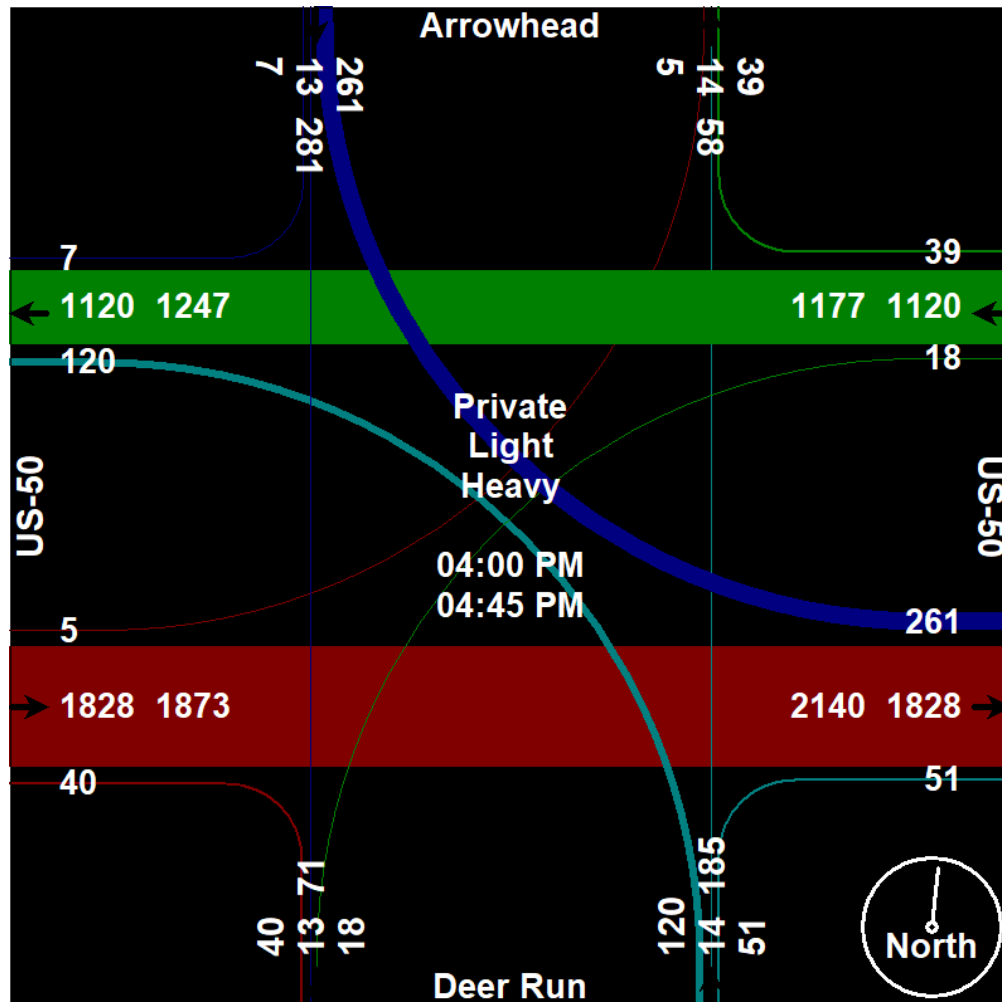
1819 Quarley Place  
Henderson, Nevada, 89014  
sstraffic@msn.com  
(702) 898-1968 - Office  
(702) 217-1968 - Cell

File Name : US-50 and Arrowhead Drive

Site Code : 00000000

Start Date : 10/31/2023

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## Silver State Traffic Data Collection, LLC

1819 Quarley Place  
Henderson, Nevada, 89014  
sstraffic@msn.com  
(702) 898-1968 - Office  
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US-50 E. Carson Complete Streets Study  
12-Hour Classification Count  
US-50 & Brown Street

File Name : US-50 and Brown Street  
Site Code : 00000000  
Start Date : 10/31/2023  
Page No : 1

Groups Printed- Private - Light - Heavy

|            | South bound | US-50 Westbound |      |      |      |            | Brown Northbound |      |      |      |            | US-50 Eastbound |      |      |      |            |            |
|------------|-------------|-----------------|------|------|------|------------|------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|
| Start Time | App. Total  | Right           | Thru | Left | Peds | App. Total | Right            | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| 06:00 AM   | 0           | 0               | 151  | 4    | 0    | 155        | 0                | 0    | 4    | 0    | 4          | 1               | 67   | 0    | 0    | 68         | 227        |
| 06:15 AM   | 0           | 0               | 212  | 1    | 0    | 213        | 0                | 0    | 4    | 0    | 4          | 2               | 126  | 0    | 0    | 128        | 345        |
| 06:30 AM   | 0           | 0               | 221  | 2    | 0    | 223        | 1                | 0    | 12   | 0    | 13         | 2               | 141  | 0    | 0    | 143        | 379        |
| 06:45 AM   | 0           | 0               | 239  | 4    | 0    | 243        | 1                | 0    | 15   | 0    | 16         | 5               | 140  | 0    | 0    | 145        | 404        |
| Total      | 0           | 0               | 823  | 11   | 0    | 834        | 2                | 0    | 35   | 0    | 37         | 10              | 474  | 0    | 0    | 484        | 1355       |
| 07:00 AM   | 0           | 0               | 261  | 1    | 0    | 262        | 1                | 0    | 7    | 0    | 8          | 2               | 125  | 0    | 0    | 127        | 397        |
| 07:15 AM   | 0           | 0               | 271  | 5    | 0    | 276        | 0                | 0    | 5    | 0    | 5          | 7               | 138  | 0    | 0    | 145        | 426        |
| 07:30 AM   | 0           | 0               | 323  | 5    | 0    | 328        | 4                | 0    | 11   | 0    | 15         | 9               | 152  | 0    | 0    | 161        | 504        |
| 07:45 AM   | 0           | 0               | 325  | 1    | 0    | 326        | 1                | 0    | 9    | 0    | 10         | 7               | 166  | 0    | 0    | 173        | 509        |
| Total      | 0           | 0               | 1180 | 12   | 0    | 1192       | 6                | 0    | 32   | 0    | 38         | 25              | 581  | 0    | 0    | 606        | 1836       |
| 08:00 AM   | 0           | 0               | 241  | 2    | 0    | 243        | 4                | 0    | 5    | 0    | 9          | 7               | 129  | 0    | 0    | 136        | 388        |
| 08:15 AM   | 0           | 0               | 218  | 3    | 0    | 221        | 2                | 0    | 7    | 0    | 9          | 8               | 158  | 0    | 0    | 166        | 396        |
| 08:30 AM   | 0           | 0               | 224  | 2    | 0    | 226        | 2                | 0    | 8    | 0    | 10         | 2               | 144  | 0    | 0    | 146        | 382        |
| 08:45 AM   | 0           | 0               | 237  | 1    | 0    | 238        | 1                | 0    | 6    | 0    | 7          | 6               | 141  | 0    | 0    | 147        | 392        |
| Total      | 0           | 0               | 920  | 8    | 0    | 928        | 9                | 0    | 26   | 0    | 35         | 23              | 572  | 0    | 0    | 595        | 1558       |
| 09:00 AM   | 0           | 0               | 199  | 2    | 0    | 201        | 0                | 0    | 2    | 0    | 2          | 4               | 129  | 0    | 0    | 133        | 336        |
| 09:15 AM   | 0           | 0               | 217  | 2    | 0    | 219        | 4                | 0    | 0    | 0    | 4          | 5               | 132  | 0    | 0    | 137        | 360        |
| 09:30 AM   | 0           | 0               | 217  | 2    | 0    | 219        | 0                | 0    | 4    | 0    | 4          | 8               | 167  | 0    | 0    | 175        | 398        |
| 09:45 AM   | 0           | 0               | 228  | 1    | 0    | 229        | 0                | 0    | 8    | 0    | 8          | 9               | 134  | 0    | 0    | 143        | 380        |
| Total      | 0           | 0               | 861  | 7    | 0    | 868        | 4                | 0    | 14   | 0    | 18         | 26              | 562  | 0    | 0    | 588        | 1474       |
| 10:00 AM   | 0           | 0               | 173  | 2    | 0    | 175        | 1                | 0    | 3    | 0    | 4          | 11              | 167  | 0    | 0    | 178        | 357        |
| 10:15 AM   | 0           | 0               | 221  | 2    | 0    | 223        | 2                | 0    | 9    | 0    | 11         | 11              | 150  | 0    | 0    | 161        | 395        |
| 10:30 AM   | 0           | 0               | 210  | 3    | 0    | 213        | 3                | 0    | 9    | 0    | 12         | 10              | 166  | 0    | 0    | 176        | 401        |
| 10:45 AM   | 0           | 0               | 206  | 4    | 0    | 210        | 4                | 0    | 4    | 0    | 8          | 11              | 180  | 0    | 0    | 191        | 409        |
| Total      | 0           | 0               | 810  | 11   | 0    | 821        | 10               | 0    | 25   | 0    | 35         | 43              | 663  | 0    | 0    | 706        | 1562       |
| 11:00 AM   | 0           | 0               | 195  | 7    | 0    | 202        | 3                | 0    | 7    | 0    | 10         | 11              | 159  | 0    | 0    | 170        | 382        |
| 11:15 AM   | 0           | 0               | 209  | 1    | 0    | 210        | 5                | 0    | 6    | 0    | 11         | 13              | 198  | 0    | 0    | 211        | 432        |
| 11:30 AM   | 0           | 0               | 235  | 2    | 0    | 237        | 3                | 0    | 13   | 0    | 16         | 18              | 200  | 0    | 0    | 218        | 471        |
| 11:45 AM   | 0           | 0               | 219  | 1    | 0    | 220        | 4                | 0    | 11   | 0    | 15         | 12              | 211  | 0    | 0    | 223        | 458        |
| Total      | 0           | 0               | 858  | 11   | 0    | 869        | 15               | 0    | 37   | 0    | 52         | 54              | 768  | 0    | 0    | 822        | 1743       |
| 12:00 PM   | 0           | 0               | 209  | 2    | 0    | 211        | 3                | 0    | 9    | 0    | 12         | 21              | 217  | 0    | 0    | 238        | 461        |
| 12:15 PM   | 0           | 0               | 242  | 2    | 0    | 244        | 6                | 0    | 14   | 0    | 20         | 14              | 214  | 0    | 0    | 228        | 492        |
| 12:30 PM   | 0           | 0               | 216  | 2    | 0    | 218        | 3                | 0    | 10   | 0    | 13         | 18              | 218  | 0    | 0    | 236        | 467        |
| 12:45 PM   | 0           | 0               | 225  | 1    | 0    | 226        | 3                | 0    | 16   | 0    | 19         | 17              | 194  | 0    | 0    | 211        | 456        |
| Total      | 0           | 0               | 892  | 7    | 0    | 899        | 15               | 0    | 49   | 0    | 64         | 70              | 843  | 0    | 0    | 913        | 1876       |
| 01:00 PM   | 0           | 0               | 240  | 1    | 0    | 241        | 4                | 0    | 11   | 0    | 15         | 18              | 200  | 0    | 0    | 218        | 474        |
| 01:15 PM   | 0           | 0               | 216  | 0    | 0    | 216        | 2                | 0    | 7    | 0    | 9          | 20              | 226  | 0    | 0    | 246        | 471        |
| 01:30 PM   | 0           | 0               | 235  | 3    | 0    | 238        | 6                | 0    | 12   | 0    | 18         | 10              | 213  | 0    | 0    | 223        | 479        |
| 01:45 PM   | 0           | 0               | 190  | 3    | 0    | 193        | 2                | 0    | 9    | 0    | 11         | 18              | 195  | 0    | 0    | 213        | 417        |
| Total      | 0           | 0               | 881  | 7    | 0    | 888        | 14               | 0    | 39   | 0    | 53         | 66              | 834  | 0    | 0    | 900        | 1841       |



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File Name : US-50 and Brown Street

Site Code : 00000000

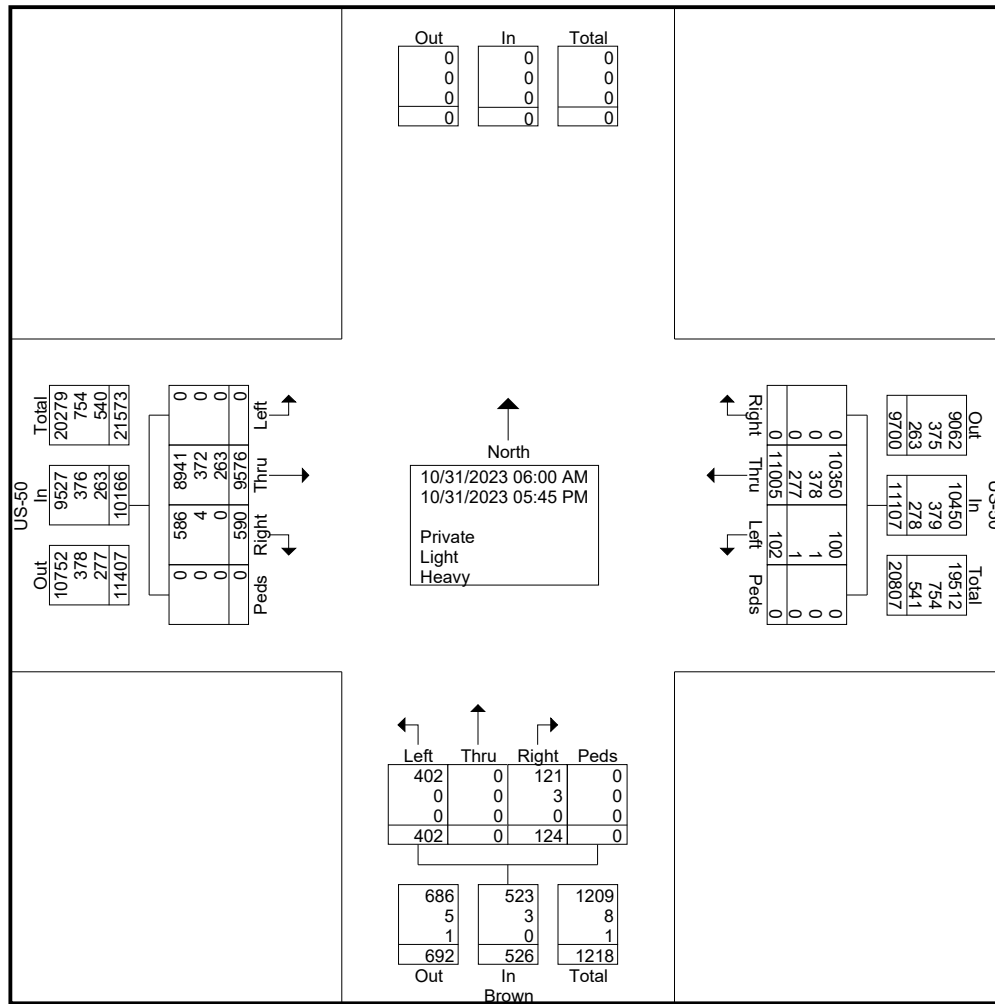
Start Date : 10/31/2023

Page No : 2

Groups Printed- Private - Light - Heavy

|             | South<br>bound | US-50<br>Westbound |       |      |      |            | Brown<br>Northbound |      |      |      |            | US-50<br>Eastbound |      |      |      |            |            |
|-------------|----------------|--------------------|-------|------|------|------------|---------------------|------|------|------|------------|--------------------|------|------|------|------------|------------|
| Start Time  | App. Total     | Right              | Thru  | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total | Right              | Thru | Left | Peds | App. Total | Int. Total |
| 02:00 PM    | 0              | 0                  | 205   | 5    | 0    | 210        | 1                   | 0    | 5    | 0    | 6          | 15                 | 215  | 0    | 0    | 230        | 446        |
| 02:15 PM    | 0              | 0                  | 222   | 4    | 0    | 226        | 3                   | 0    | 12   | 0    | 15         | 11                 | 256  | 0    | 0    | 267        | 508        |
| 02:30 PM    | 0              | 0                  | 268   | 1    | 0    | 269        | 4                   | 0    | 8    | 0    | 12         | 18                 | 235  | 0    | 0    | 253        | 534        |
| 02:45 PM    | 0              | 0                  | 232   | 0    | 0    | 232        | 8                   | 0    | 8    | 0    | 16         | 22                 | 249  | 0    | 0    | 271        | 519        |
| Total       | 0              | 0                  | 927   | 10   | 0    | 937        | 16                  | 0    | 33   | 0    | 49         | 66                 | 955  | 0    | 0    | 1021       | 2007       |
| 03:00 PM    | 0              | 0                  | 240   | 1    | 0    | 241        | 1                   | 0    | 16   | 0    | 17         | 13                 | 276  | 0    | 0    | 289        | 547        |
| 03:15 PM    | 0              | 0                  | 218   | 1    | 0    | 219        | 4                   | 0    | 6    | 0    | 10         | 14                 | 274  | 0    | 0    | 288        | 517        |
| 03:30 PM    | 0              | 0                  | 254   | 2    | 0    | 256        | 2                   | 0    | 7    | 0    | 9          | 28                 | 288  | 0    | 0    | 316        | 581        |
| 03:45 PM    | 0              | 0                  | 292   | 3    | 0    | 295        | 2                   | 0    | 9    | 0    | 11         | 15                 | 297  | 0    | 0    | 312        | 618        |
| Total       | 0              | 0                  | 1004  | 7    | 0    | 1011       | 9                   | 0    | 38   | 0    | 47         | 70                 | 1135 | 0    | 0    | 1205       | 2263       |
| 04:00 PM    | 0              | 0                  | 271   | 1    | 0    | 272        | 5                   | 0    | 14   | 0    | 19         | 23                 | 275  | 0    | 0    | 298        | 589        |
| 04:15 PM    | 0              | 0                  | 244   | 1    | 0    | 245        | 2                   | 0    | 6    | 0    | 8          | 22                 | 271  | 0    | 0    | 293        | 546        |
| 04:30 PM    | 0              | 0                  | 252   | 0    | 0    | 252        | 5                   | 0    | 11   | 0    | 16         | 18                 | 310  | 0    | 0    | 328        | 596        |
| 04:45 PM    | 0              | 0                  | 242   | 2    | 0    | 244        | 1                   | 0    | 7    | 0    | 8          | 25                 | 313  | 0    | 0    | 338        | 590        |
| Total       | 0              | 0                  | 1009  | 4    | 0    | 1013       | 13                  | 0    | 38   | 0    | 51         | 88                 | 1169 | 0    | 0    | 1257       | 2321       |
| 05:00 PM    | 0              | 0                  | 205   | 2    | 0    | 207        | 2                   | 0    | 13   | 0    | 15         | 16                 | 267  | 0    | 0    | 283        | 505        |
| 05:15 PM    | 0              | 0                  | 221   | 0    | 0    | 221        | 1                   | 0    | 3    | 0    | 4          | 10                 | 284  | 0    | 0    | 294        | 519        |
| 05:30 PM    | 0              | 0                  | 232   | 2    | 0    | 234        | 5                   | 0    | 13   | 0    | 18         | 11                 | 279  | 0    | 0    | 290        | 542        |
| 05:45 PM    | 0              | 0                  | 182   | 3    | 0    | 185        | 3                   | 0    | 7    | 0    | 10         | 12                 | 190  | 0    | 0    | 202        | 397        |
| Total       | 0              | 0                  | 840   | 7    | 0    | 847        | 11                  | 0    | 36   | 0    | 47         | 49                 | 1020 | 0    | 0    | 1069       | 1963       |
| Grand Total | 0              | 0                  | 11005 | 102  | 0    | 11107      | 124                 | 0    | 402  | 0    | 526        | 590                | 9576 | 0    | 0    | 10166      | 21799      |
| Apprch %    |                | 0                  | 99.1  | 0.9  | 0    |            | 23.6                | 0    | 76.4 | 0    |            | 5.8                | 94.2 | 0    | 0    |            |            |
| Total %     | 0              | 0                  | 50.5  | 0.5  | 0    | 51         | 0.6                 | 0    | 1.8  | 0    | 2.4        | 2.7                | 43.9 | 0    | 0    | 46.6       |            |
| Private     | 0              | 0                  | 10350 | 100  | 0    | 10450      | 121                 | 0    | 402  | 0    | 523        | 586                | 8941 | 0    | 0    | 9527       | 20500      |
| % Private   | 0              | 0                  | 94    | 98   | 0    | 94.1       | 97.6                | 0    | 100  | 0    | 99.4       | 99.3               | 93.4 | 0    | 0    | 93.7       | 94         |
| Light       | 0              | 0                  | 378   | 1    | 0    | 379        | 3                   | 0    | 0    | 0    | 3          | 4                  | 372  | 0    | 0    | 376        | 758        |
| % Light     | 0              | 0                  | 3.4   | 1    | 0    | 3.4        | 2.4                 | 0    | 0    | 0    | 0.6        | 0.7                | 3.9  | 0    | 0    | 3.7        | 3.5        |
| Heavy       | 0              | 0                  | 277   | 1    | 0    | 278        | 0                   | 0    | 0    | 0    | 0          | 0                  | 263  | 0    | 0    | 263        | 541        |
| % Heavy     | 0              | 0                  | 2.5   | 1    | 0    | 2.5        | 0                   | 0    | 0    | 0    | 0          | 0                  | 2.7  | 0    | 0    | 2.6        | 2.5        |

File Name : US-50 and Brown Street  
Site Code : 00000000  
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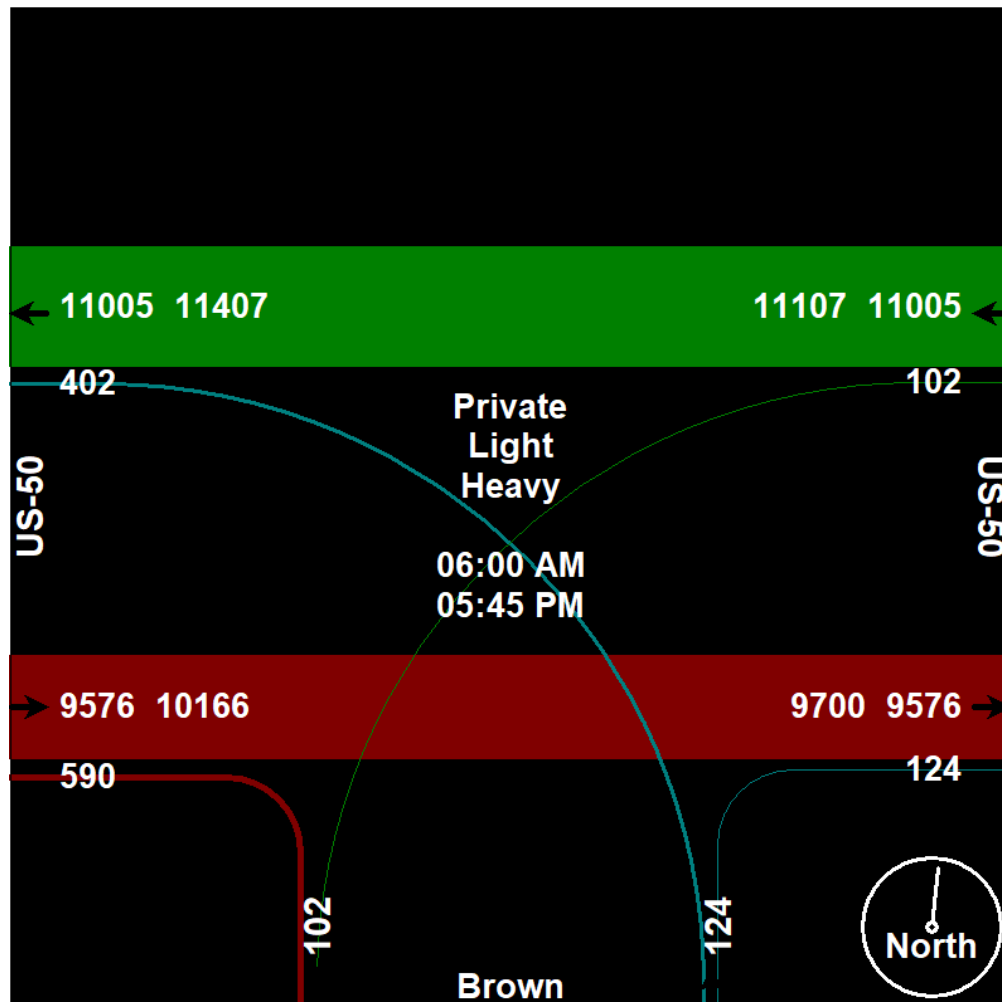
1819 Quarley Place  
Henderson, Nevada, 89014  
sstraffic@msn.com  
(702) 898-1968 - Office  
(702) 217-1968 - Cell

File Name : US-50 and Brown Street

Site Code : 00000000

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Page No : 5

**Peak Hour Data**

North

Peak Hour Begins at 07:00 AM

Private  
Light  
Heavy

**US-50**

**US-30**

**Pedestrian Flow (All Directions):**

| Direction  | Left | Thru | Right | Total |
|------------|------|------|-------|-------|
| Northbound | 32   | 0    | 5     | 37    |
| Southbound | 0    | 0    | 1     | 1     |
| Eastbound  | 0    | 0    | 0     | 0     |
| Westbound  | 32   | 0    | 6     | 38    |

**Car Flow (All Directions):**

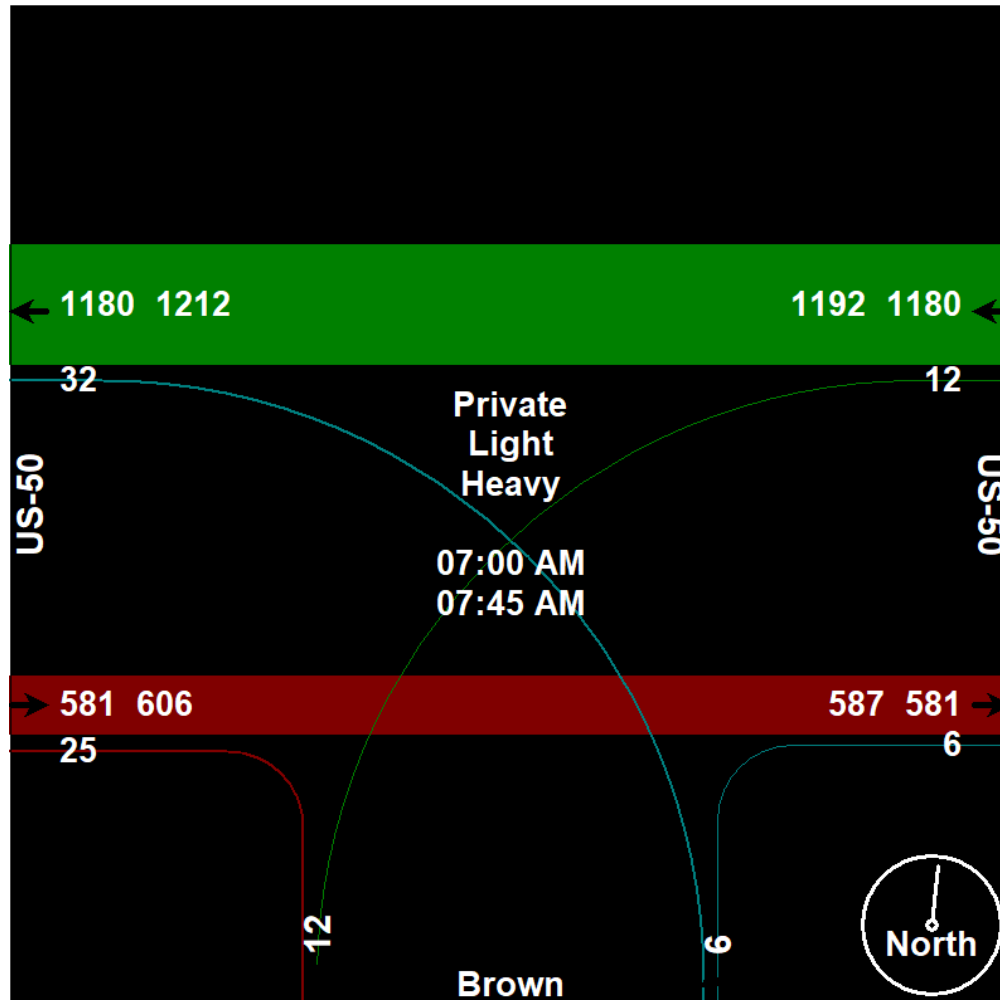
| Direction  | Out  | In  | Total |
|------------|------|-----|-------|
| Northbound | 1139 | 556 | 1695  |
| Southbound | 43   | 29  | 72    |
| Eastbound  | 30   | 21  | 51    |
| Westbound  | 1212 | 606 | 1818  |



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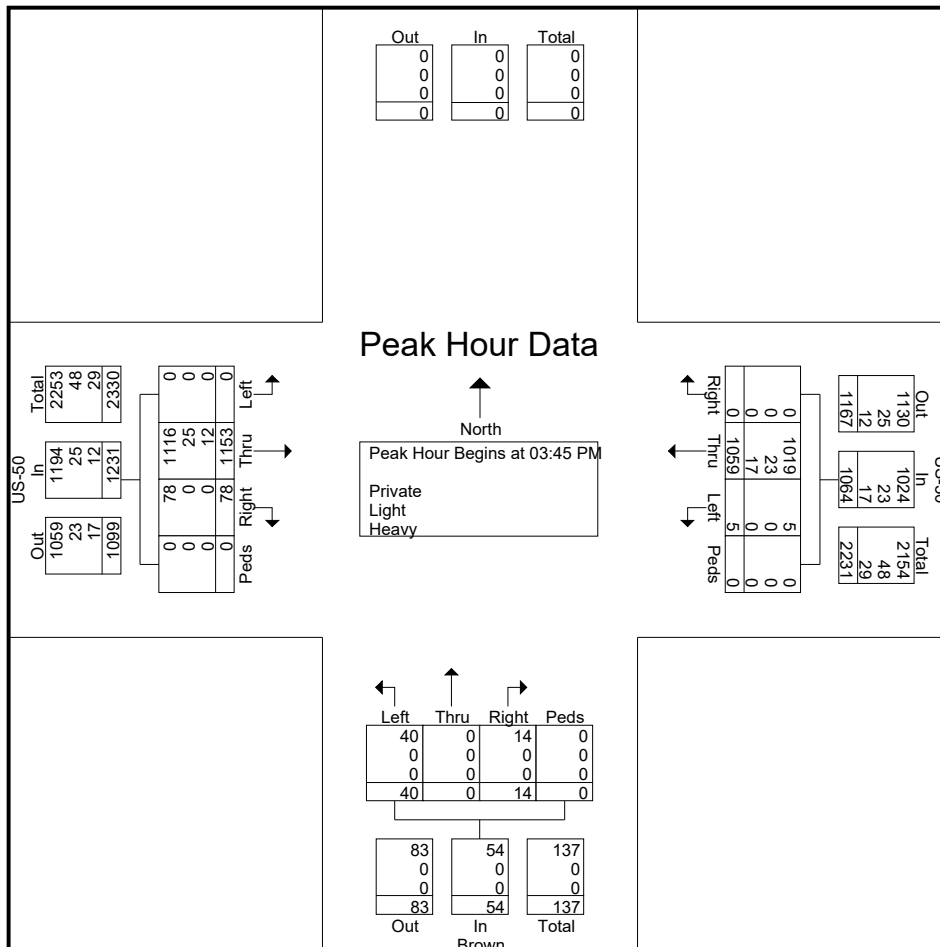


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|                                                            | South bound | US-50 Westbound |      |      |      |            | Brown Northbound |      |      |      |            | US-50 Eastbound |      |      |      |            |            |
|------------------------------------------------------------|-------------|-----------------|------|------|------|------------|------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|
| Start Time                                                 | App. Total  | Right           | Thru | Left | Peds | App. Total | Right            | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 |             |                 |      |      |      |            |                  |      |      |      |            |                 |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 03:45 PM       |             |                 |      |      |      |            |                  |      |      |      |            |                 |      |      |      |            |            |
| 03:45 PM                                                   | 0           | 0               | 292  | 3    | 0    | 295        | 2                | 0    | 9    | 0    | 11         | 15              | 297  | 0    | 0    | 312        | 618        |
| 04:00 PM                                                   | 0           | 0               | 271  | 1    | 0    | 272        | 5                | 0    | 14   | 0    | 19         | 23              | 275  | 0    | 0    | 298        | 589        |
| 04:15 PM                                                   | 0           | 0               | 244  | 1    | 0    | 245        | 2                | 0    | 6    | 0    | 8          | 22              | 271  | 0    | 0    | 293        | 546        |
| 04:30 PM                                                   | 0           | 0               | 252  | 0    | 0    | 252        | 5                | 0    | 11   | 0    | 16         | 18              | 310  | 0    | 0    | 328        | 596        |
| Total Volume                                               | 0           | 0               | 1059 | 5    | 0    | 1064       | 14               | 0    | 40   | 0    | 54         | 78              | 1153 | 0    | 0    | 1231       | 2349       |
| % App. Total                                               | 0           | 0               | 99.5 | 0.5  | 0    |            | 25.9             | 0    | 74.1 | 0    |            | 6.3             | 93.7 | 0    | 0    |            |            |
| PHF                                                        | .000        | .000            | .907 | .417 | .000 | .902       | .700             | .000 | .714 | .000 | .711       | .848            | .930 | .000 | .000 | .938       | .950       |
| Private                                                    | 0           | 0               | 1019 | 5    | 0    | 1024       | 14               | 0    | 40   | 0    | 54         | 78              | 1116 | 0    | 0    | 1194       | 2272       |
| % Private                                                  | 0           | 0               | 96.2 | 100  | 0    | 96.2       | 100              | 0    | 100  | 0    | 100        | 100             | 96.8 | 0    | 0    | 97.0       | 96.7       |
| Light                                                      | 0           | 0               | 23   | 0    | 0    | 23         | 0                | 0    | 0    | 0    | 0          | 0               | 25   | 0    | 0    | 25         | 48         |
| % Light                                                    | 0           | 0               | 2.2  | 0    | 0    | 2.2        | 0                | 0    | 0    | 0    | 0          | 0               | 2.2  | 0    | 0    | 2.0        | 2.0        |
| Heavy                                                      | 0           | 0               | 17   | 0    | 0    | 17         | 0                | 0    | 0    | 0    | 0          | 0               | 12   | 0    | 0    | 12         | 29         |
| % Heavy                                                    | 0           | 0               | 1.6  | 0    | 0    | 1.6        | 0                | 0    | 0    | 0    | 0          | 0               | 1.0  | 0    | 0    | 1.0        | 1.2        |

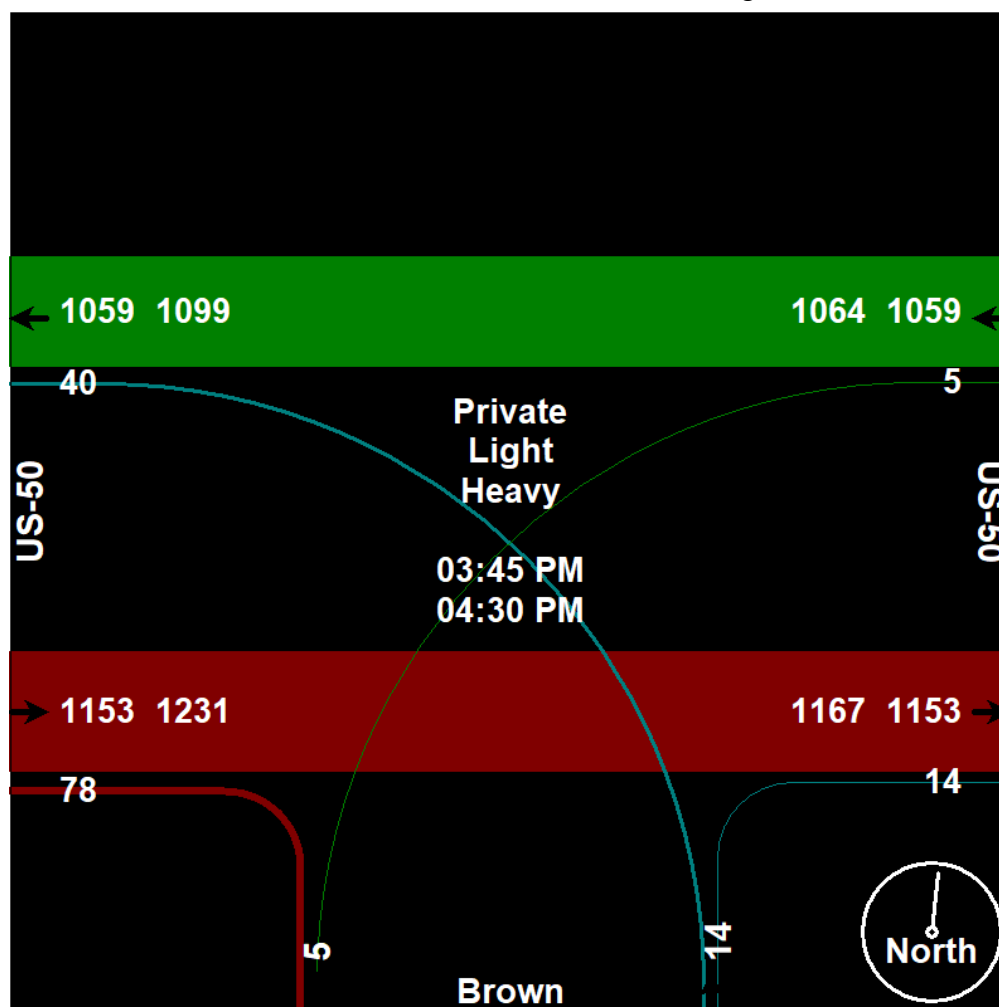




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US-50 E. Carson Complete Streets Study  
Turning Movement Classification Count  
US-50 & College Parkway/Fairview Drive

File Name : US-50 and College Parkway  
Site Code : 00000000  
Start Date : 10/31/2023  
Page No : 1

Groups Printed- Private - Light - Heavy

|               | College Southbound |      |      |      |            | US-50 Westbound |      |      |      |            | Fairview Northbound |      |      |      |            | US-50 Eastbound |      |      |      |            |            |
|---------------|--------------------|------|------|------|------------|-----------------|------|------|------|------------|---------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|
| Start Time    | Right              | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM      | 16                 | 19   | 30   | 0    | 65         | 58              | 203  | 85   | 0    | 346        | 41                  | 32   | 24   | 0    | 97         | 7               | 107  | 8    | 0    | 122        | 630        |
| 07:15 AM      | 19                 | 36   | 39   | 0    | 94         | 79              | 277  | 86   | 0    | 442        | 53                  | 38   | 37   | 0    | 128        | 10              | 119  | 6    | 0    | 135        | 799        |
| 07:30 AM      | 17                 | 30   | 60   | 0    | 107        | 71              | 256  | 74   | 0    | 401        | 58                  | 60   | 34   | 0    | 152        | 15              | 134  | 15   | 0    | 164        | 824        |
| 07:45 AM      | 20                 | 22   | 44   | 0    | 86         | 89              | 263  | 84   | 0    | 436        | 56                  | 55   | 33   | 0    | 144        | 5               | 146  | 12   | 0    | 163        | 829        |
| Total         | 72                 | 107  | 173  | 0    | 352        | 297             | 999  | 329  | 0    | 1625       | 208                 | 185  | 128  | 0    | 521        | 37              | 506  | 41   | 0    | 584        | 3082       |
| *** BREAK *** |                    |      |      |      |            |                 |      |      |      |            |                     |      |      |      |            |                 |      |      |      |            |            |
| 04:00 PM      | 7                  | 45   | 119  | 0    | 171        | 52              | 220  | 80   | 0    | 352        | 130                 | 52   | 35   | 0    | 217        | 27              | 232  | 12   | 0    | 271        | 1011       |
| 04:15 PM      | 8                  | 28   | 115  | 0    | 151        | 59              | 192  | 98   | 0    | 349        | 133                 | 59   | 33   | 0    | 225        | 20              | 208  | 22   | 0    | 250        | 975        |
| 04:30 PM      | 14                 | 57   | 118  | 0    | 189        | 51              | 201  | 81   | 0    | 333        | 135                 | 52   | 43   | 0    | 230        | 19              | 260  | 10   | 0    | 289        | 1041       |
| 04:45 PM      | 8                  | 55   | 110  | 0    | 173        | 48              | 190  | 82   | 0    | 320        | 137                 | 34   | 38   | 0    | 209        | 28              | 265  | 16   | 0    | 309        | 1011       |
| Total         | 37                 | 185  | 462  | 0    | 684        | 210             | 803  | 341  | 0    | 1354       | 535                 | 197  | 149  | 0    | 881        | 94              | 965  | 60   | 0    | 1119       | 4038       |
| 05:00 PM      | 26                 | 50   | 106  | 0    | 182        | 45              | 174  | 67   | 0    | 286        | 129                 | 40   | 26   | 0    | 195        | 30              | 230  | 11   | 0    | 271        | 934        |
| 05:15 PM      | 10                 | 61   | 100  | 0    | 171        | 44              | 186  | 90   | 0    | 320        | 120                 | 45   | 22   | 0    | 187        | 27              | 246  | 16   | 0    | 289        | 967        |
| 05:30 PM      | 10                 | 41   | 71   | 0    | 122        | 30              | 171  | 52   | 0    | 253        | 107                 | 32   | 44   | 0    | 183        | 30              | 230  | 17   | 0    | 277        | 835        |
| 05:45 PM      | 16                 | 45   | 61   | 0    | 122        | 35              | 138  | 48   | 0    | 221        | 64                  | 44   | 22   | 0    | 130        | 24              | 158  | 18   | 0    | 200        | 673        |
| Total         | 62                 | 197  | 338  | 0    | 597        | 154             | 669  | 257  | 0    | 1080       | 420                 | 161  | 114  | 0    | 695        | 111             | 864  | 62   | 0    | 1037       | 3409       |
| Grand Total   | 228                | 557  | 1114 | 0    | 1899       | 864             | 3227 | 1110 | 0    | 5201       | 1327                | 649  | 473  | 0    | 2449       | 289             | 2820 | 220  | 0    | 3329       | 12878      |
| Apprch %      | 12                 | 29.3 | 58.7 | 0    |            | 16.6            | 62   | 21.3 | 0    |            | 54.2                | 26.5 | 19.3 | 0    |            | 8.7             | 84.7 | 6.6  | 0    |            |            |
| Total %       | 1.8                | 4.3  | 8.7  | 0    | 14.7       | 6.7             | 25.1 | 8.6  | 0    | 40.4       | 10.3                | 5    | 3.7  | 0    | 19         | 2.2             | 21.9 | 1.7  | 0    | 25.9       |            |
| Private       | 200                | 545  | 1082 |      |            |                 | 3090 | 1090 |      |            | 1305                |      |      |      |            |                 | 2666 |      |      |            | 12443      |
| % Private     | 87.7               | 97.8 | 97.1 | 0    | 96.2       | 98.7            | 95.8 | 98.2 | 0    | 96.8       | 98.3                | 98.5 | 99.2 | 0    | 98.5       | 99.7            | 94.5 | 98.2 | 0    | 95.2       | 96.6       |
| Light         | 11                 | 6    | 22   | 0    | 39         | 8               | 84   | 13   | 0    | 105        | 19                  | 4    | 3    | 0    | 26         | 1               | 99   | 3    | 0    | 103        | 273        |
| % Light       | 4.8                | 1.1  | 2    | 0    | 2.1        | 0.9             | 2.6  | 1.2  | 0    | 2          | 1.4                 | 0.6  | 0.6  | 0    | 1.1        | 0.3             | 3.5  | 1.4  | 0    | 3.1        | 2.1        |
| Heavy         | 17                 | 6    | 10   | 0    | 33         | 3               | 53   | 7    | 0    | 63         | 3                   | 6    | 1    | 0    | 10         | 0               | 55   | 1    | 0    | 56         | 162        |
| % Heavy       | 7.5                | 1.1  | 0.9  | 0    | 1.7        | 0.3             | 1.6  | 0.6  | 0    | 1.2        | 0.2                 | 0.9  | 0.2  | 0    | 0.4        | 0               | 2    | 0.5  | 0    | 1.7        | 1.3        |



## Silver State Traffic Data Collection, LLC

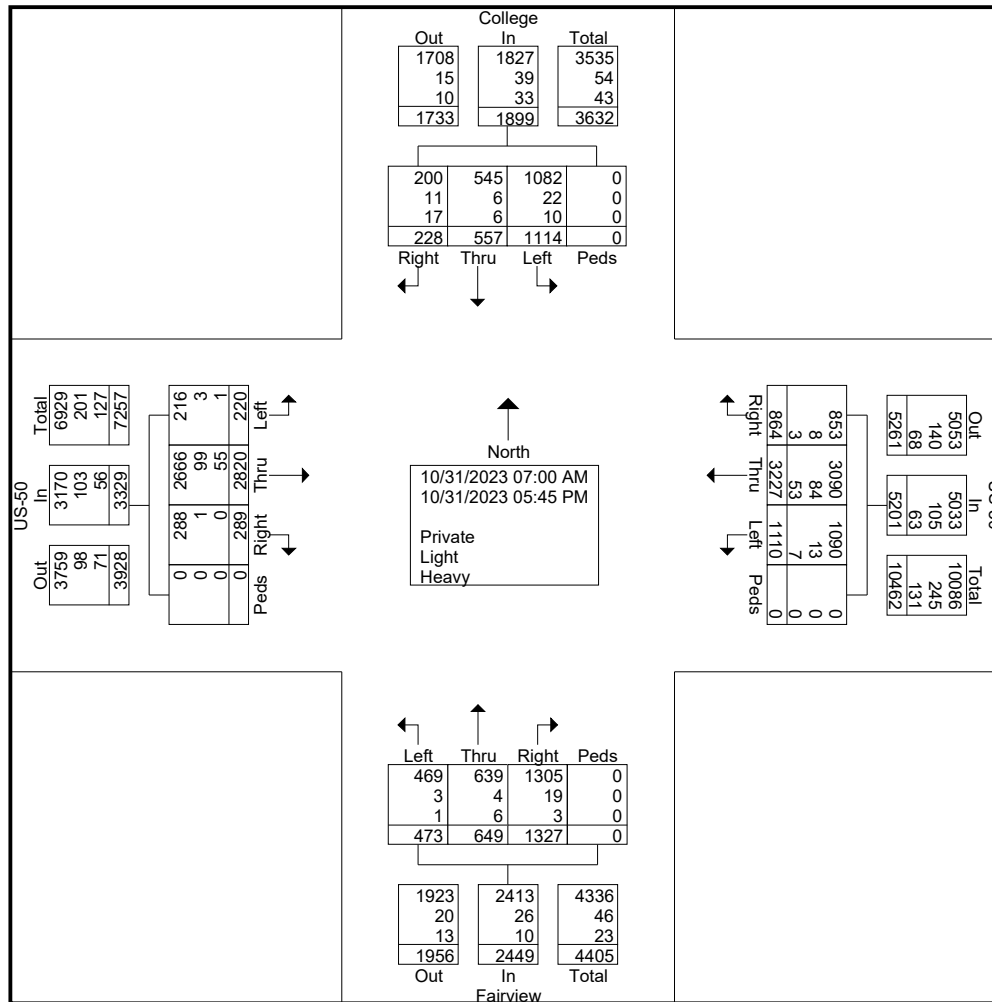
1819 Quarley Place  
Henderson, Nevada, 89014  
sstraffic@msn.com  
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File Name : US-50 and College Parkway

Site Code : 00000000

Start Date : 10/31/2023

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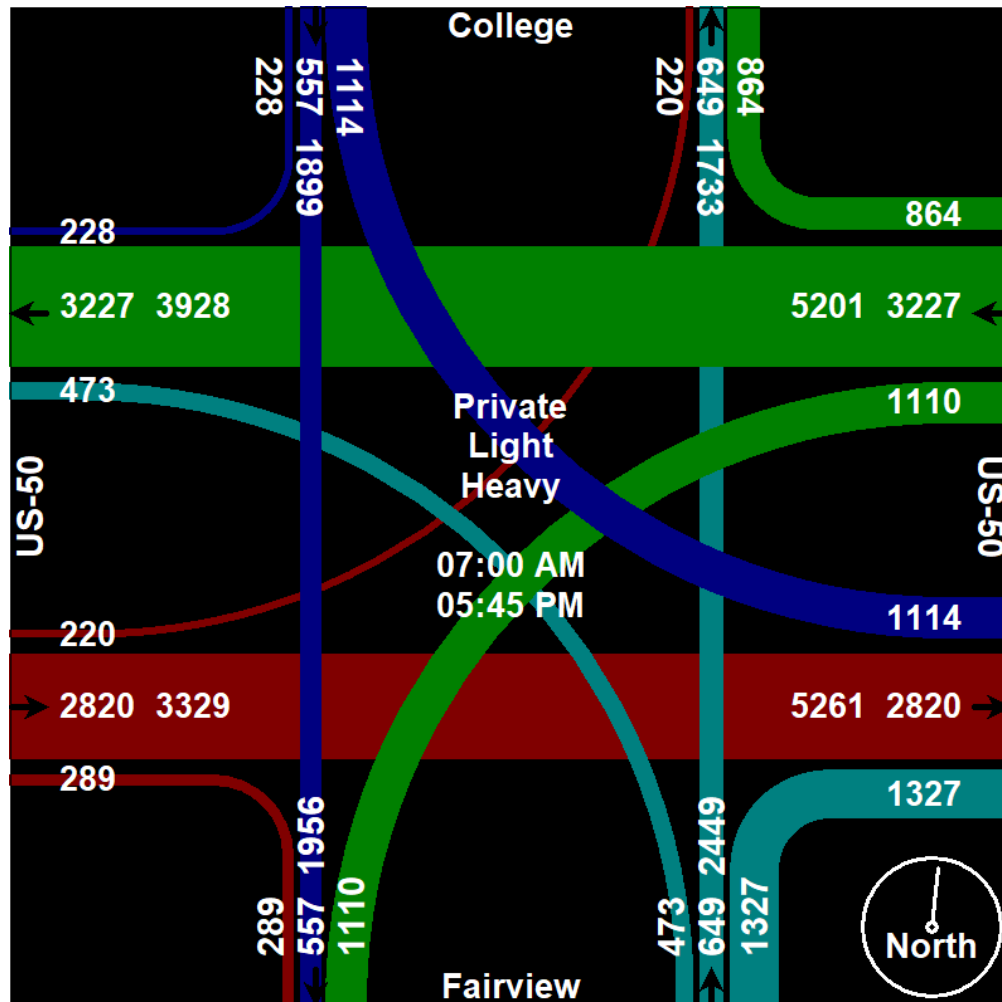
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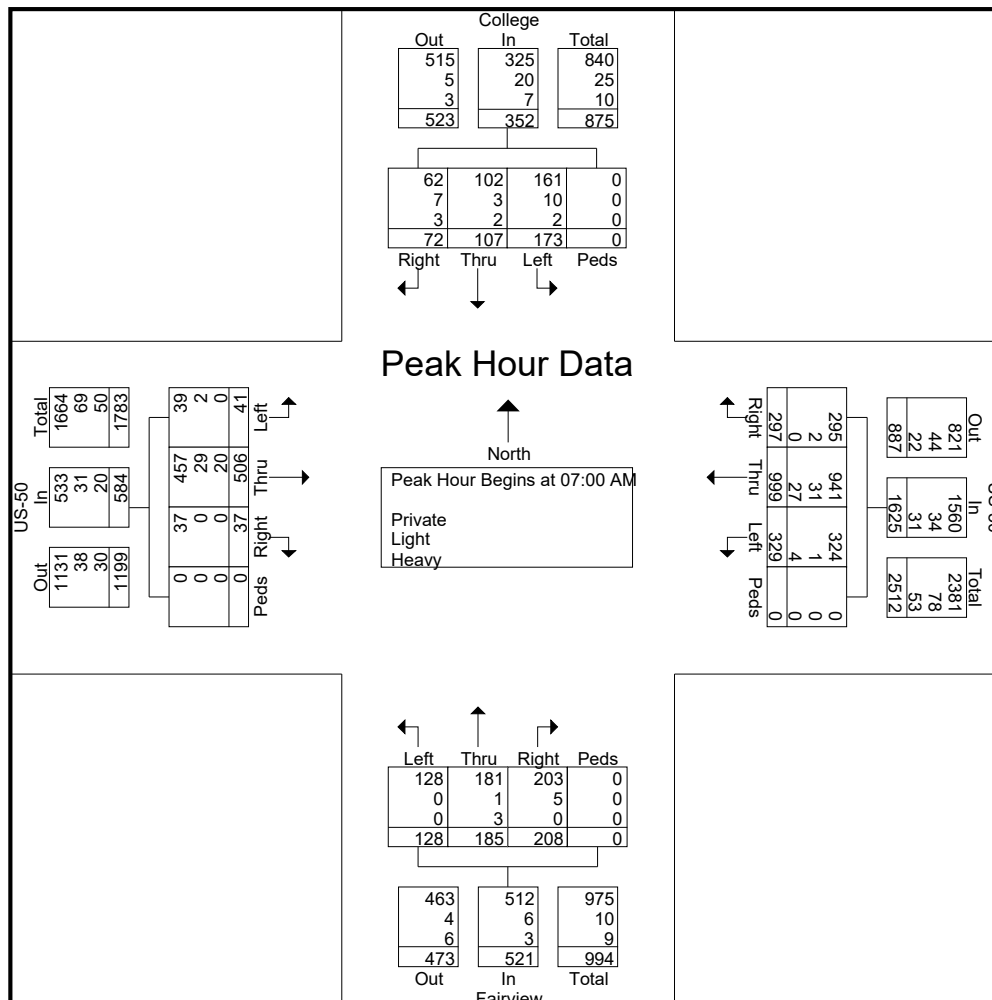
File Name : US-50 and College Parkway

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|                                                            | College Southbound |      |      |      |            | US-50 Westbound |      |      |      |            | Fairview Northbound |      |      |      |            | US-50 Eastbound |      |      |      |            |            |
|------------------------------------------------------------|--------------------|------|------|------|------------|-----------------|------|------|------|------------|---------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|
| Start Time                                                 | Right              | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 |                    |      |      |      |            |                 |      |      |      |            |                     |      |      |      |            |                 |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:00 AM       |                    |      |      |      |            |                 |      |      |      |            |                     |      |      |      |            |                 |      |      |      |            |            |
| 07:00 AM                                                   | 16                 | 19   | 30   | 0    | 65         | 58              | 203  | 85   | 0    | 346        | 41                  | 32   | 24   | 0    | 97         | 7               | 107  | 8    | 0    | 122        | 630        |
| 07:15 AM                                                   | 19                 | 36   | 39   | 0    | 94         | 79              | 277  | 86   | 0    | 442        | 53                  | 38   | 37   | 0    | 128        | 10              | 119  | 6    | 0    | 135        | 799        |
| 07:30 AM                                                   | 17                 | 30   | 60   | 0    | 107        | 71              | 256  | 74   | 0    | 401        | 58                  | 60   | 34   | 0    | 152        | 15              | 134  | 15   | 0    | 164        | 824        |
| 07:45 AM                                                   | 20                 | 22   | 44   | 0    | 86         | 89              | 263  | 84   | 0    | 436        | 56                  | 55   | 33   | 0    | 144        | 5               | 146  | 12   | 0    | 163        | 829        |
| Total Volume                                               | 72                 | 107  | 173  | 0    | 352        | 297             | 999  | 329  | 0    | 1625       | 208                 | 185  | 128  | 0    | 521        | 37              | 506  | 41   | 0    | 584        | 3082       |
| % App. Total                                               | 20.5               | 30.4 | 49.1 | 0    |            | 18.3            | 61.5 | 20.2 | 0    |            | 39.9                | 35.5 | 24.6 | 0    |            | 6.3             | 86.6 | 7    | 0    |            |            |
| PHF                                                        | .900               | .743 | .721 | .000 | .822       | .834            | .902 | .956 | .000 | .919       | .897                | .771 | .865 | .000 | .857       | .617            | .866 | .683 | .000 | .890       | .929       |
| Private                                                    | 62                 | 102  | 161  | 0    | 325        | 295             | 941  | 324  | 0    | 1560       | 203                 | 181  | 128  | 0    | 512        | 37              | 457  | 39   | 0    | 533        | 2930       |
| % Private                                                  | 86.1               | 95.3 | 93.1 | 0    | 92.3       | 99.3            | 94.2 | 98.5 | 0    | 96.0       | 97.6                | 97.8 | 100  | 0    | 98.3       | 100             | 90.3 | 95.1 | 0    | 91.3       | 95.1       |
| Light                                                      | 7                  | 3    | 10   | 0    | 20         | 2               | 31   | 1    | 0    | 34         | 5                   | 1    | 0    | 0    | 6          | 0               | 29   | 2    | 0    | 31         | 91         |
| % Light                                                    | 9.7                | 2.8  | 5.8  | 0    | 5.7        | 0.7             | 3.1  | 0.3  | 0    | 2.1        | 2.4                 | 0.5  | 0    | 0    | 1.2        | 0               | 5.7  | 4.9  | 0    | 5.3        | 3.0        |
| Heavy                                                      | 3                  | 2    | 2    | 0    | 7          | 0               | 27   | 4    | 0    | 31         | 0                   | 3    | 0    | 0    | 3          | 0               | 20   | 0    | 0    | 20         | 61         |
| % Heavy                                                    | 4.2                | 1.9  | 1.2  | 0    | 2.0        | 0               | 2.7  | 1.2  | 0    | 1.9        | 0                   | 1.6  | 0    | 0    | 0.6        | 0               | 4.0  | 0    | 0    | 3.4        | 2.0        |





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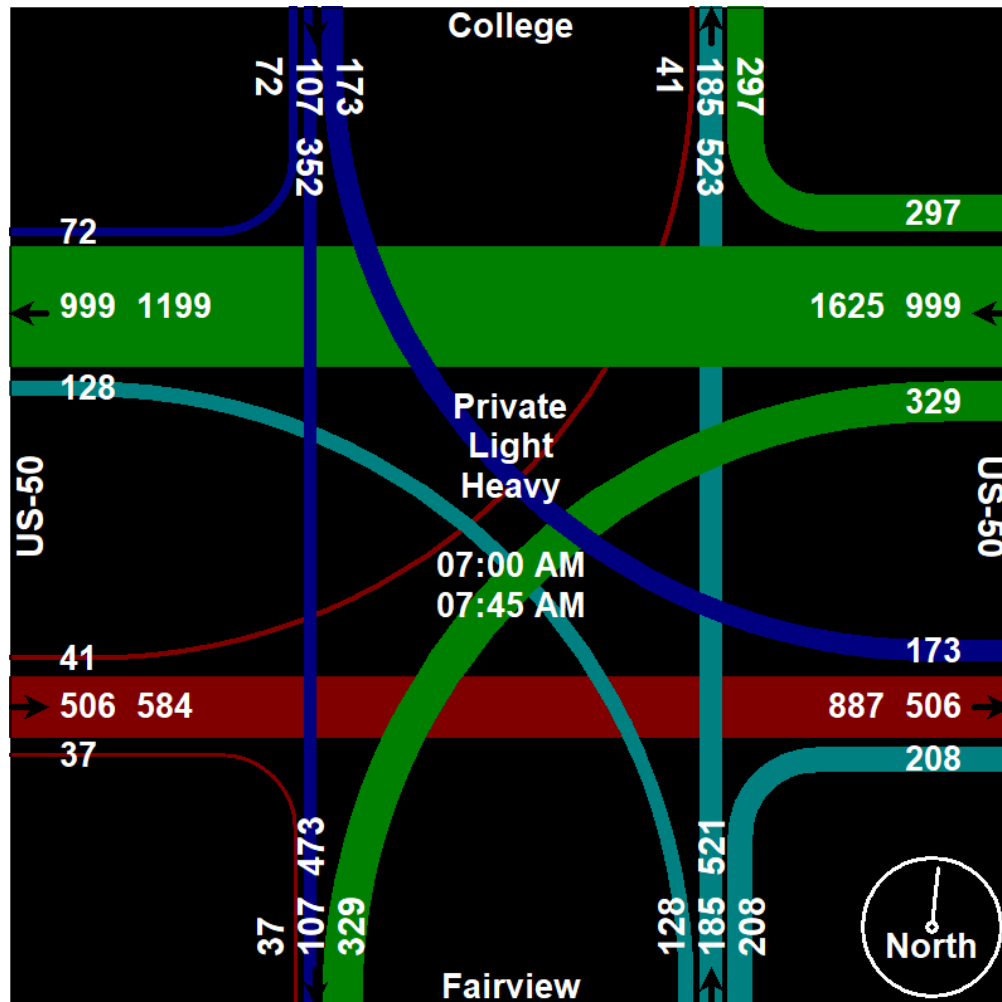
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(702) 898-1968 - Office  
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File Name : US-50 and College Parkway

Site Code : 00000000

Start Date : 10/31/2023

Page No : 5



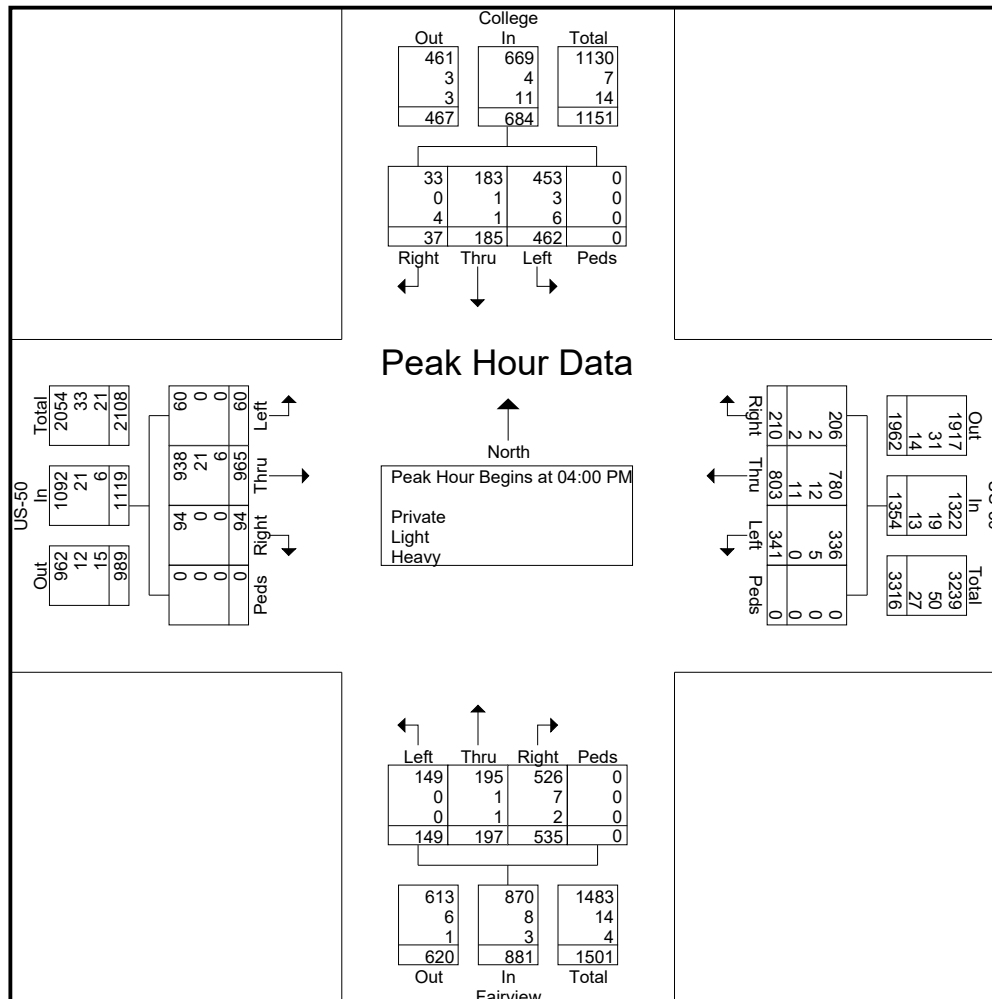


## Silver State Traffic Data Collection, LLC

1819 Quarley Place  
Henderson, Nevada, 89014  
sstraffic@msn.com  
(702) 898-1968 - Office  
(702) 217-1968 - Cell

File Name : US-50 and College Parkway  
Site Code : 00000000  
Start Date : 10/31/2023  
Page No : 6

|                                                            | College Southbound |      |      |      |            | US-50 Westbound |      |      |      |            | Fairview Northbound |      |      |      |            | US-50 Eastbound |      |      |      |            |            |
|------------------------------------------------------------|--------------------|------|------|------|------------|-----------------|------|------|------|------------|---------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|
| Start Time                                                 | Right              | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 |                    |      |      |      |            |                 |      |      |      |            |                     |      |      |      |            |                 |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                    |      |      |      |            |                 |      |      |      |            |                     |      |      |      |            |                 |      |      |      |            |            |
| 04:00 PM                                                   | 7                  | 45   | 119  | 0    | 171        | 52              | 220  | 80   | 0    | 352        | 130                 | 52   | 35   | 0    | 217        | 27              | 232  | 12   | 0    | 271        | 1011       |
| 04:15 PM                                                   | 8                  | 28   | 115  | 0    | 151        | 59              | 192  | 98   | 0    | 349        | 133                 | 59   | 33   | 0    | 225        | 20              | 208  | 22   | 0    | 250        | 975        |
| 04:30 PM                                                   | 14                 | 57   | 118  | 0    | 189        | 51              | 201  | 81   | 0    | 333        | 135                 | 52   | 43   | 0    | 230        | 19              | 260  | 10   | 0    | 289        | 1041       |
| 04:45 PM                                                   | 8                  | 55   | 110  | 0    | 173        | 48              | 190  | 82   | 0    | 320        | 137                 | 34   | 38   | 0    | 209        | 28              | 265  | 16   | 0    | 309        | 1011       |
| Total Volume                                               | 37                 | 185  | 462  | 0    | 684        | 210             | 803  | 341  | 0    | 1354       | 535                 | 197  | 149  | 0    | 881        | 94              | 965  | 60   | 0    | 1119       | 4038       |
| % App. Total                                               | 5.4                | 27   | 67.5 | 0    |            | 15.5            | 59.3 | 25.2 | 0    |            | 60.7                | 22.4 | 16.9 | 0    |            | 8.4             | 86.2 | 5.4  | 0    |            |            |
| PHF                                                        | .661               | .811 | .971 | .000 | .905       | .890            | .913 | .870 | .000 | .962       | .976                | .835 | .866 | .000 | .958       | .839            | .910 | .682 | .000 | .905       | .970       |
| Private                                                    | 33                 | 183  | 453  | 0    | 669        | 206             | 780  | 336  | 0    | 1322       | 526                 | 195  | 149  | 0    | 870        | 94              | 938  | 60   | 0    | 1092       | 3953       |
| % Private                                                  | 89.2               | 98.9 | 98.1 | 0    | 97.8       | 98.1            | 97.1 | 98.5 | 0    | 97.6       | 98.3                | 99.0 | 100  | 0    | 98.8       | 100             | 97.2 | 100  | 0    | 97.6       | 97.9       |
| Light                                                      | 0                  | 1    | 3    | 0    | 4          | 2               | 12   | 5    | 0    | 19         | 7                   | 1    | 0    | 0    | 8          | 0               | 21   | 0    | 0    | 21         | 52         |
| % Light                                                    | 0                  | 0.5  | 0.6  | 0    | 0.6        | 1.0             | 1.5  | 1.5  | 0    | 1.4        | 1.3                 | 0.5  | 0    | 0    | 0.9        | 0               | 2.2  | 0    | 0    | 1.9        | 1.3        |
| Heavy                                                      | 4                  | 1    | 6    | 0    | 11         | 2               | 11   | 0    | 0    | 13         | 2                   | 1    | 0    | 0    | 3          | 0               | 6    | 0    | 0    | 6          | 33         |
| % Heavy                                                    | 10.8               | 0.5  | 1.3  | 0    | 1.6        | 1.0             | 1.4  | 0    | 0    | 1.0        | 0.4                 | 0.5  | 0    | 0    | 0.3        | 0               | 0.6  | 0    | 0    | 0.5        | 0.8        |





## Silver State Traffic Data Collection, LLC

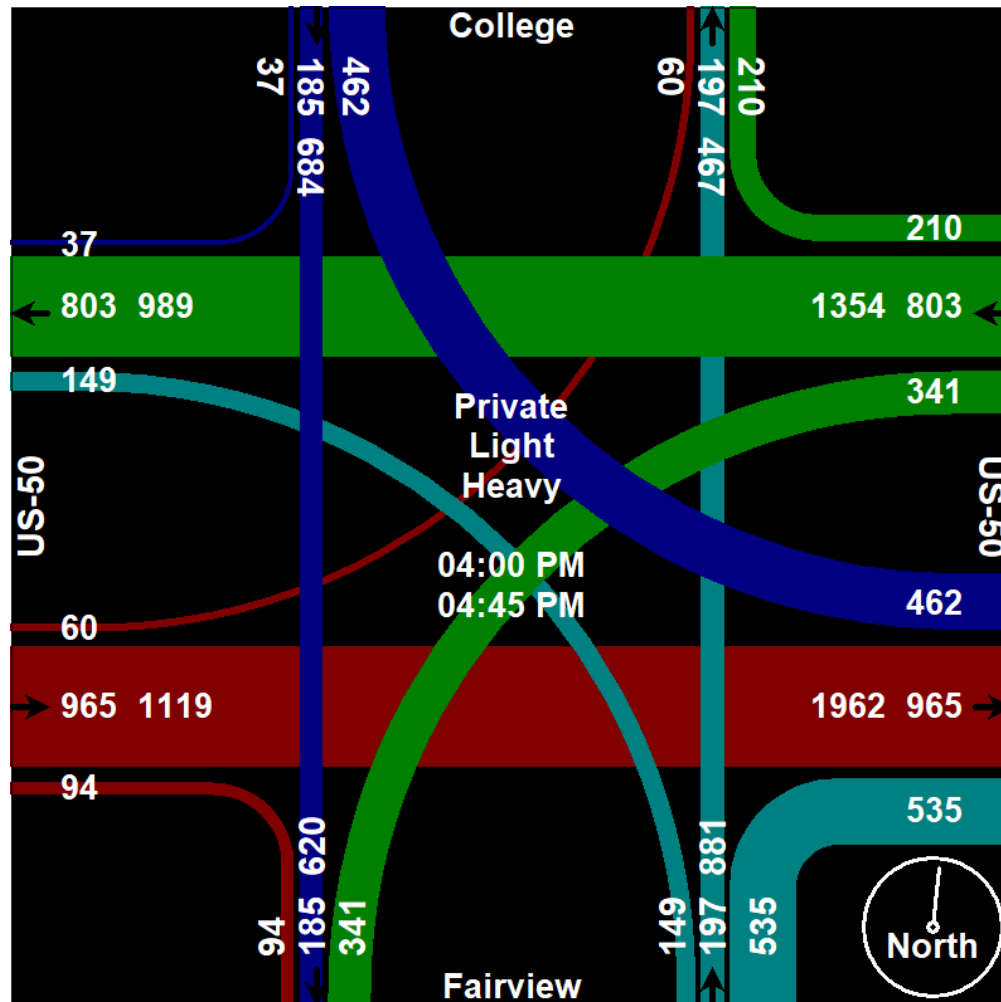
1819 Quarley Place  
Henderson, Nevada, 89014  
sstraffic@msn.com  
(702) 898-1968 - Office  
(702) 217-1968 - Cell

File Name : US-50 and College Parkway

Site Code : 00000000

Start Date : 10/31/2023

Page No : 7





## Silver State Traffic Data Collection, LLC

1819 Quarley Place  
Henderson, Nevada, 89014  
sstraffic@msn.com  
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US-50 E. Carson Complete Streets Study  
Turning Movement Classification Count  
US-50 & Empire Ranch Road

File Name : US-50 and Empire Ranch Road  
Site Code : 00000000  
Start Date : 10/31/2023  
Page No : 1

Groups Printed- Private - Light - Heavy

| Start Time    | Empire Ranch Southbound |      |      |      |            | US-50 Westbound |      |      |      |            | Empire Ranch Northbound |      |      |      |            | US-50 Eastbound |      |      |      |            | Int. Total |
|---------------|-------------------------|------|------|------|------------|-----------------|------|------|------|------------|-------------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|
|               | Right                   | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total |            |
| 07:00 AM      | 2                       | 0    | 0    | 0    | 2          | 1               | 383  | 0    | 0    | 384        | 1                       | 0    | 1    | 0    | 2          | 0               | 181  | 0    | 0    | 181        | 569        |
| 07:15 AM      | 4                       | 0    | 1    | 0    | 5          | 0               | 473  | 2    | 0    | 475        | 1                       | 0    | 2    | 0    | 3          | 5               | 210  | 0    | 0    | 215        | 698        |
| 07:30 AM      | 1                       | 0    | 1    | 0    | 2          | 1               | 453  | 2    | 0    | 456        | 0                       | 0    | 4    | 0    | 4          | 2               | 236  | 0    | 0    | 238        | 700        |
| 07:45 AM      | 4                       | 0    | 0    | 0    | 4          | 1               | 466  | 2    | 0    | 469        | 4                       | 0    | 1    | 0    | 5          | 2               | 217  | 2    | 0    | 221        | 699        |
| Total         | 11                      | 0    | 2    | 0    | 13         | 3               | 1775 | 6    | 0    | 1784       | 6                       | 0    | 8    | 0    | 14         | 9               | 844  | 2    | 0    | 855        | 2666       |
| 08:00 AM      | 1                       | 0    | 0    | 0    | 1          | 0               | 321  | 1    | 0    | 322        | 4                       | 0    | 0    | 0    | 4          | 2               | 200  | 1    | 0    | 203        | 530        |
| 08:15 AM      | 2                       | 0    | 0    | 0    | 2          | 2               | 283  | 2    | 0    | 287        | 5                       | 0    | 4    | 0    | 9          | 5               | 191  | 3    | 0    | 199        | 497        |
| 08:30 AM      | 7                       | 0    | 1    | 0    | 8          | 0               | 301  | 1    | 0    | 302        | 2                       | 0    | 3    | 0    | 5          | 3               | 197  | 3    | 0    | 203        | 518        |
| 08:45 AM      | 3                       | 0    | 0    | 0    | 3          | 1               | 308  | 0    | 0    | 309        | 1                       | 0    | 2    | 0    | 3          | 6               | 172  | 3    | 0    | 181        | 496        |
| Total         | 13                      | 0    | 1    | 0    | 14         | 3               | 1213 | 4    | 0    | 1220       | 12                      | 0    | 9    | 0    | 21         | 16              | 760  | 10   | 0    | 786        | 2041       |
| *** BREAK *** |                         |      |      |      |            |                 |      |      |      |            |                         |      |      |      |            |                 |      |      |      |            |            |
| 04:00 PM      | 10                      | 0    | 0    | 0    | 10         | 5               | 358  | 5    | 0    | 368        | 2                       | 0    | 1    | 0    | 3          | 8               | 476  | 5    | 0    | 489        | 870        |
| 04:15 PM      | 17                      | 1    | 0    | 0    | 18         | 3               | 310  | 4    | 0    | 317        | 4                       | 0    | 2    | 0    | 6          | 7               | 448  | 8    | 0    | 463        | 804        |
| 04:30 PM      | 11                      | 0    | 1    | 0    | 12         | 2               | 339  | 5    | 0    | 346        | 2                       | 0    | 4    | 0    | 6          | 3               | 491  | 3    | 0    | 497        | 861        |
| 04:45 PM      | 9                       | 0    | 1    | 0    | 10         | 2               | 284  | 5    | 0    | 291        | 1                       | 0    | 2    | 0    | 3          | 7               | 500  | 5    | 0    | 512        | 816        |
| Total         | 47                      | 1    | 2    | 0    | 50         | 12              | 1291 | 19   | 0    | 1322       | 9                       | 0    | 9    | 0    | 18         | 25              | 1915 | 21   | 0    | 1961       | 3351       |
| 05:00 PM      | 5                       | 0    | 0    | 0    | 5          | 1               | 271  | 3    | 0    | 275        | 1                       | 0    | 6    | 0    | 7          | 6               | 474  | 1    | 0    | 481        | 768        |
| 05:15 PM      | 4                       | 0    | 2    | 0    | 6          | 0               | 278  | 4    | 0    | 282        | 1                       | 0    | 1    | 0    | 2          | 5               | 448  | 6    | 0    | 459        | 749        |
| 05:30 PM      | 3                       | 0    | 1    | 0    | 4          | 0               | 243  | 4    | 0    | 247        | 4                       | 0    | 2    | 0    | 6          | 4               | 404  | 1    | 0    | 409        | 666        |
| 05:45 PM      | 4                       | 0    | 1    | 0    | 5          | 1               | 212  | 2    | 0    | 215        | 4                       | 0    | 3    | 0    | 7          | 3               | 285  | 2    | 0    | 290        | 517        |
| Total         | 16                      | 0    | 4    | 0    | 20         | 2               | 1004 | 13   | 0    | 1019       | 10                      | 0    | 12   | 0    | 22         | 18              | 1611 | 10   | 0    | 1639       | 2700       |
| Grand Total   | 87                      | 1    | 9    | 0    | 97         | 20              | 5283 | 42   | 0    | 5345       | 37                      | 0    | 38   | 0    | 75         | 68              | 5130 | 43   | 0    | 5241       | 10758      |
| Apprch %      | 89.7                    | 1    | 9.3  | 0    |            | 0.4             | 98.8 | 0.8  | 0    |            | 49.3                    | 0    | 50.7 | 0    |            | 1.3             | 97.9 | 0.8  | 0    |            |            |
| Total %       | 0.8                     | 0    | 0.1  | 0    | 0.9        | 0.2             | 49.1 | 0.4  | 0    | 49.7       | 0.3                     | 0    | 0.4  | 0    | 0.7        | 0.6             | 47.7 | 0.4  | 0    | 48.7       |            |
| Private       | 87                      | 1    | 9    | 0    | 97         | 20              | 5077 |      |      |            |                         |      |      |      |            | 4935            |      |      |      |            | 10357      |
| % Private     | 100                     | 100  | 100  | 0    | 100        | 100             | 96.1 | 100  | 0    | 96.1       | 100                     | 0    | 100  | 0    | 100        | 100             | 96.2 | 100  | 0    | 96.3       | 96.3       |
| Light         | 0                       | 0    | 0    | 0    | 0          | 0               | 128  | 0    | 0    | 128        | 0                       | 0    | 0    | 0    | 0          | 0               | 132  | 0    | 0    | 132        | 260        |
| % Light       | 0                       | 0    | 0    | 0    | 0          | 0               | 2.4  | 0    | 0    | 2.4        | 0                       | 0    | 0    | 0    | 0          | 0               | 2.6  | 0    | 0    | 2.5        | 2.4        |
| Heavy         | 0                       | 0    | 0    | 0    | 0          | 0               | 78   | 0    | 0    | 78         | 0                       | 0    | 0    | 0    | 0          | 0               | 63   | 0    | 0    | 63         | 141        |
| % Heavy       | 0                       | 0    | 0    | 0    | 0          | 0               | 1.5  | 0    | 0    | 1.5        | 0                       | 0    | 0    | 0    | 0          | 0               | 1.2  | 0    | 0    | 1.2        | 1.3        |



## Silver State Traffic Data Collection, LLC

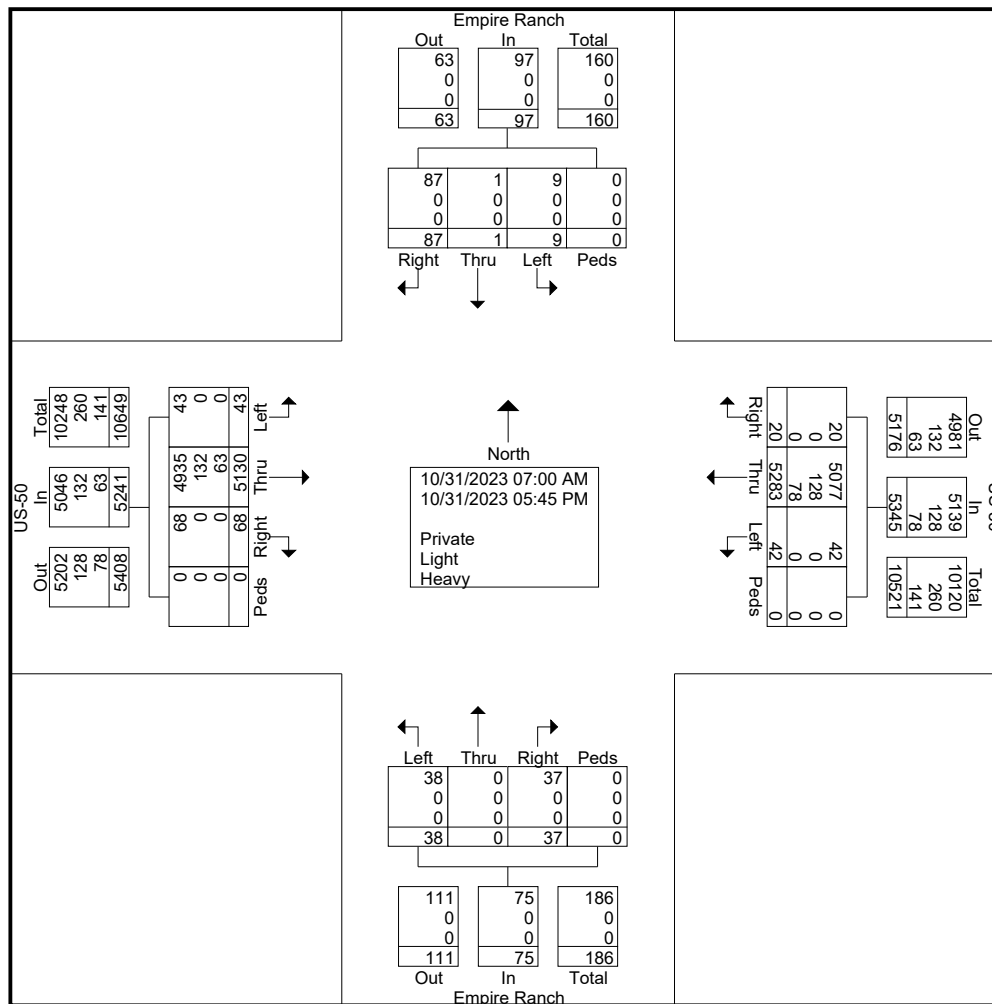
1819 Quarley Place  
Henderson, Nevada, 89014  
sstraffic@msn.com  
(702) 898-1968 - Office  
(702) 217-1968 - Cell

File Name : US-50 and Empire Ranch Road

Site Code : 00000000

Start Date : 10/31/2023

Page No : 2





## Silver State Traffic Data Collection, LLC

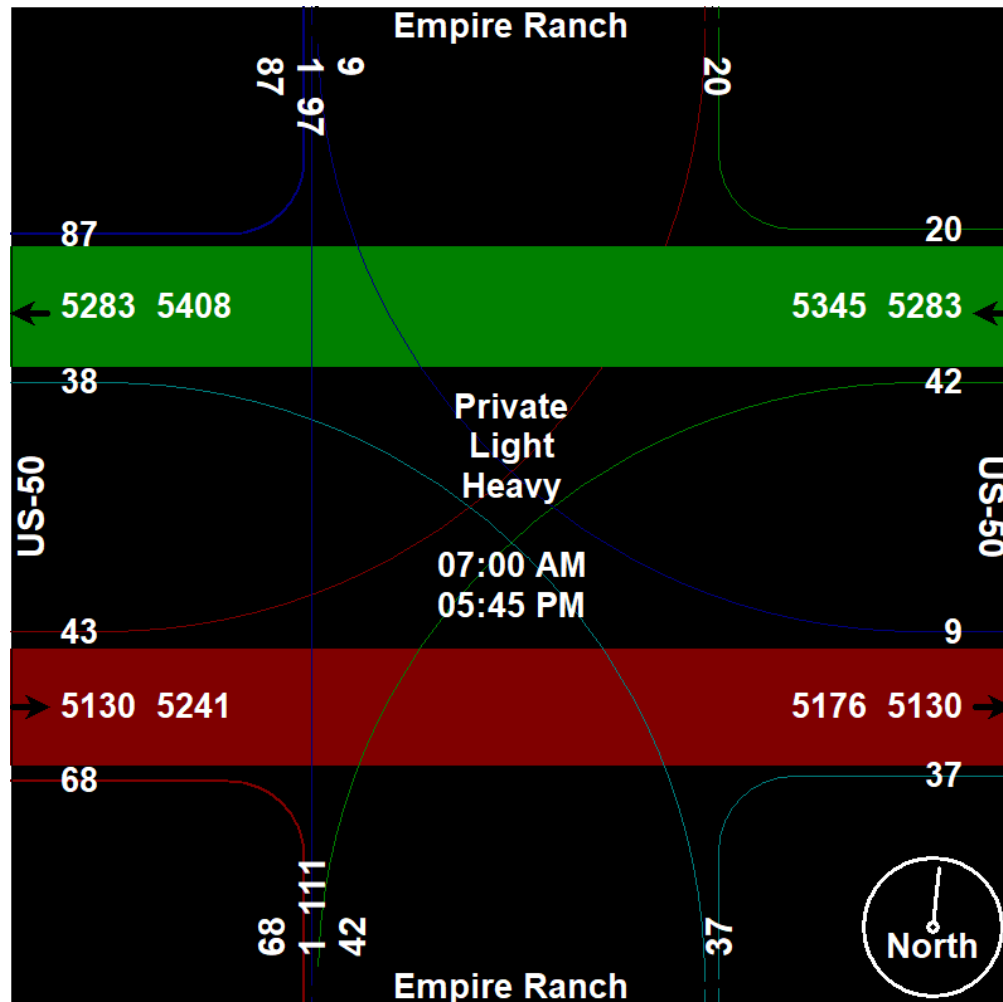
1819 Quarley Place  
Henderson, Nevada, 89014  
sstraffic@msn.com  
(702) 898-1968 - Office  
(702) 217-1968 - Cell

File Name : US-50 and Empire Ranch Road

Site Code : 00000000

Start Date : 10/31/2023

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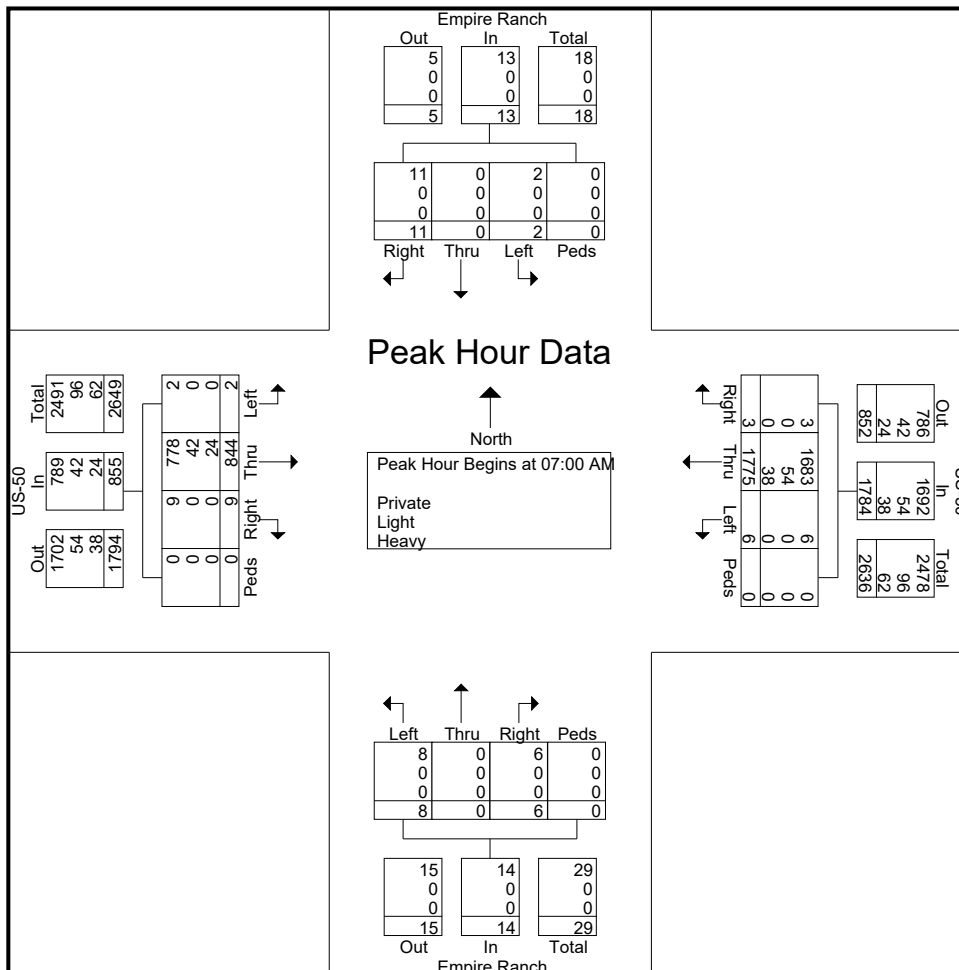


## Silver State Traffic Data Collection, LLC

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File Name : US-50 and Empire Ranch Road  
Site Code : 00000000  
Start Date : 10/31/2023  
Page No : 4

|                                                            | Empire Ranch Southbound |      |      |      |            | US-50 Westbound |      |      |      |            | Empire Ranch Northbound |      |      |      |            | US-50 Eastbound |      |      |      |            |            |
|------------------------------------------------------------|-------------------------|------|------|------|------------|-----------------|------|------|------|------------|-------------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|
| Start Time                                                 | Right                   | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 |                         |      |      |      |            |                 |      |      |      |            |                         |      |      |      |            |                 |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:00 AM       |                         |      |      |      |            |                 |      |      |      |            |                         |      |      |      |            |                 |      |      |      |            |            |
| 07:00 AM                                                   | 2                       | 0    | 0    | 0    | 2          | 1               | 383  | 0    | 0    | 384        | 1                       | 0    | 1    | 0    | 2          | 0               | 181  | 0    | 0    | 181        | 569        |
| 07:15 AM                                                   | 4                       | 0    | 1    | 0    | 5          | 0               | 473  | 2    | 0    | 475        | 1                       | 0    | 2    | 0    | 3          | 5               | 210  | 0    | 0    | 215        | 698        |
| 07:30 AM                                                   | 1                       | 0    | 1    | 0    | 2          | 1               | 453  | 2    | 0    | 456        | 0                       | 0    | 4    | 0    | 4          | 2               | 236  | 0    | 0    | 238        | 700        |
| 07:45 AM                                                   | 4                       | 0    | 0    | 0    | 4          | 1               | 466  | 2    | 0    | 469        | 4                       | 0    | 1    | 0    | 5          | 2               | 217  | 2    | 0    | 221        | 699        |
| Total Volume                                               | 11                      | 0    | 2    | 0    | 13         | 3               | 1775 | 6    | 0    | 1784       | 6                       | 0    | 8    | 0    | 14         | 9               | 844  | 2    | 0    | 855        | 2666       |
| % App. Total                                               | 84.6                    | 0    | 15.4 | 0    |            | 0.2             | 99.5 | 0.3  | 0    |            | 42.9                    | 0    | 57.1 | 0    |            | 1.1             | 98.7 | 0.2  | 0    |            |            |
| PHF                                                        | .688                    | .000 | .500 | .000 | .650       | .750            | .938 | .750 | .000 | .939       | .375                    | .000 | .500 | .000 | .700       | .450            | .894 | .250 | .000 | .898       | .952       |
| Private                                                    | 11                      | 0    | 2    | 0    | 13         | 3               | 1683 | 100  | 0    | 94.8       | 100                     | 0    | 100  | 0    | 100        | 100             | 92.2 | 100  | 0    | 92.3       | 94.1       |
| % Private                                                  | 100                     | 0    | 100  | 0    | 100        | 100             | 94.8 | 100  | 0    | 94.8       | 100                     | 0    | 100  | 0    | 100        | 100             | 92.2 | 100  | 0    | 92.3       | 94.1       |
| Light                                                      | 0                       | 0    | 0    | 0    | 0          | 0               | 54   | 0    | 0    | 54         | 0                       | 0    | 0    | 0    | 0          | 0               | 42   | 0    | 0    | 42         | 96         |
| % Light                                                    | 0                       | 0    | 0    | 0    | 0          | 0               | 3.0  | 0    | 0    | 3.0        | 0                       | 0    | 0    | 0    | 0          | 0               | 5.0  | 0    | 0    | 4.9        | 3.6        |
| Heavy                                                      | 0                       | 0    | 0    | 0    | 0          | 0               | 38   | 0    | 0    | 38         | 0                       | 0    | 0    | 0    | 0          | 0               | 24   | 0    | 0    | 24         | 62         |
| % Heavy                                                    | 0                       | 0    | 0    | 0    | 0          | 0               | 2.1  | 0    | 0    | 2.1        | 0                       | 0    | 0    | 0    | 0          | 0               | 2.8  | 0    | 0    | 2.8        | 2.3        |





## Silver State Traffic Data Collection, LLC

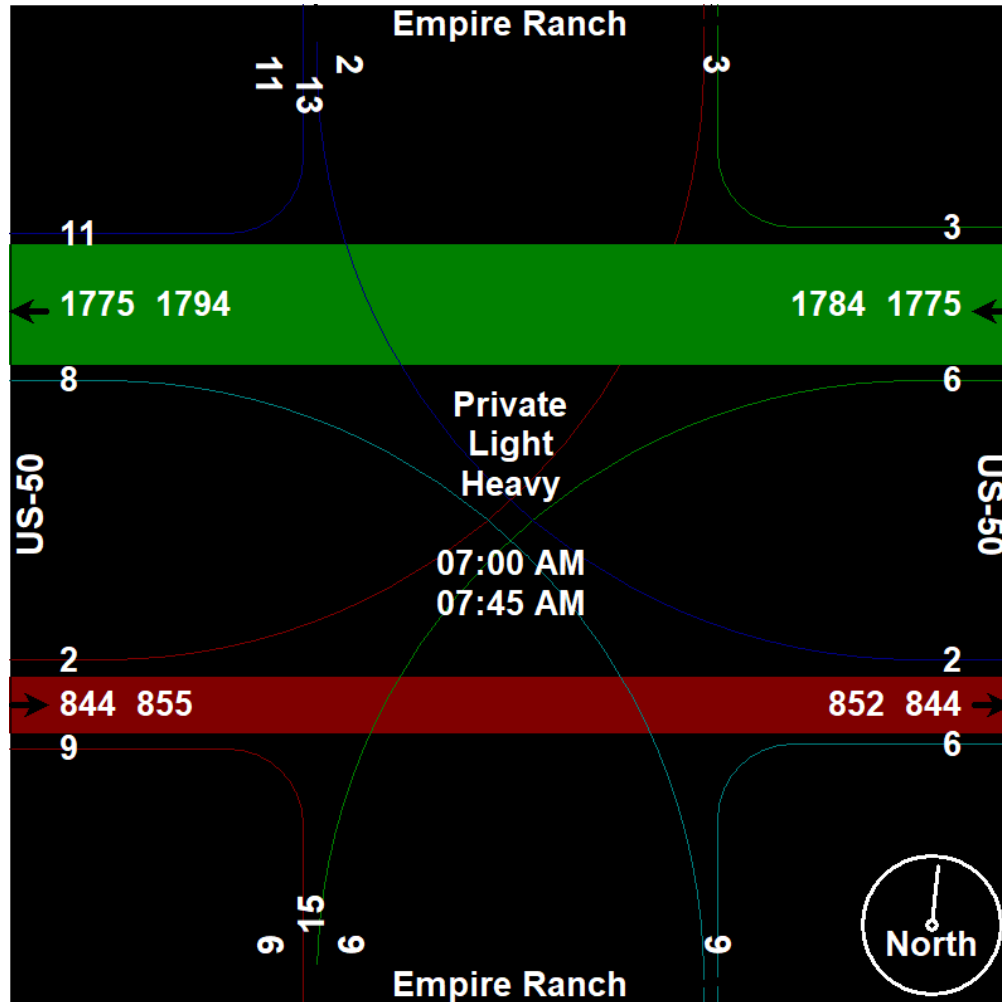
1819 Quarley Place  
Henderson, Nevada, 89014  
sstraffic@msn.com  
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File Name : US-50 and Empire Ranch Road

Site Code : 00000000

Start Date : 10/31/2023

Page No : 5





## Silver State Traffic Data Collection, LLC

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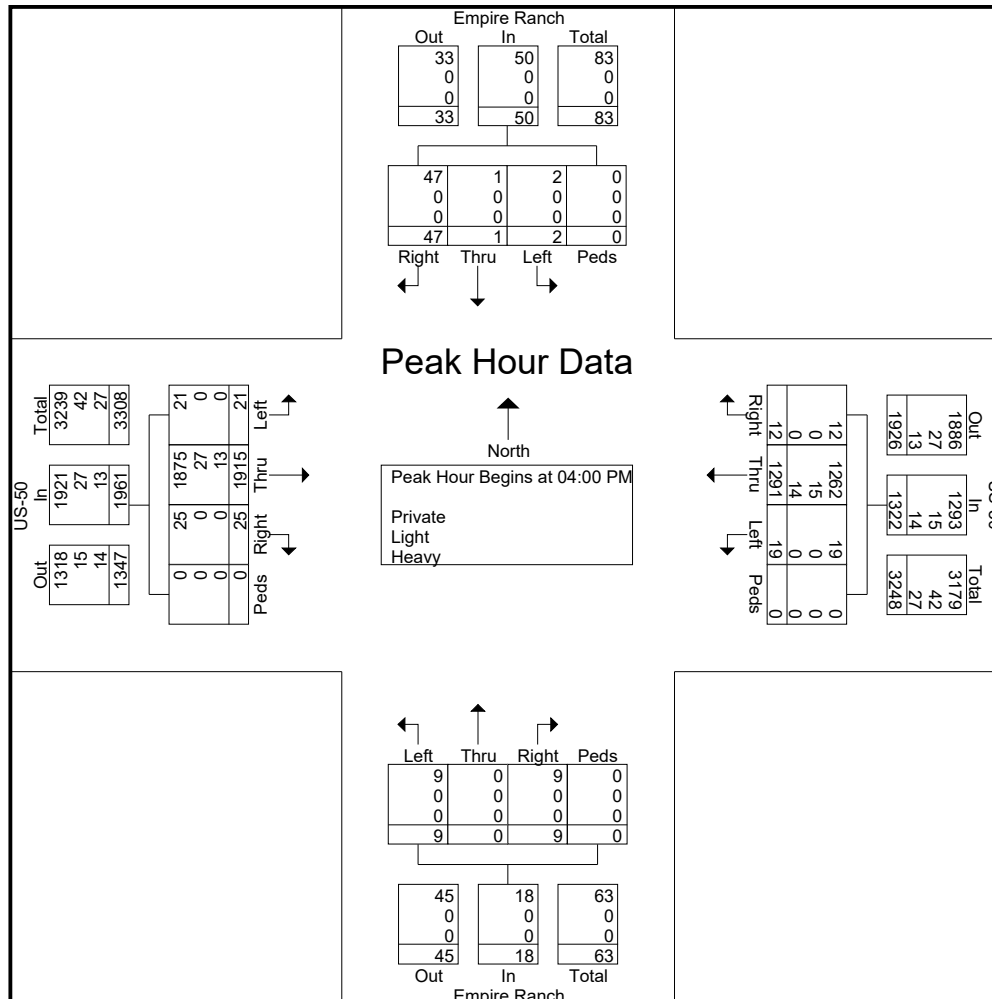
File Name : US-50 and Empire Ranch Road

Site Code : 00000000

Start Date : 10/31/2023

Page No : 6

|                                                            | Empire Ranch Southbound |      |      |      |            | US-50 Westbound |      |      |      |            | Empire Ranch Northbound |      |      |      |            | US-50 Eastbound |      |      |      |            |            |
|------------------------------------------------------------|-------------------------|------|------|------|------------|-----------------|------|------|------|------------|-------------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|
| Start Time                                                 | Right                   | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 |                         |      |      |      |            |                 |      |      |      |            |                         |      |      |      |            |                 |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                         |      |      |      |            |                 |      |      |      |            |                         |      |      |      |            |                 |      |      |      |            |            |
| 04:00 PM                                                   | 10                      | 0    | 0    | 0    | 10         | 5               | 358  | 5    | 0    | 368        | 2                       | 0    | 1    | 0    | 3          | 8               | 476  | 5    | 0    | 489        | 870        |
| 04:15 PM                                                   | 17                      | 1    | 0    | 0    | 18         | 3               | 310  | 4    | 0    | 317        | 4                       | 0    | 2    | 0    | 6          | 7               | 448  | 8    | 0    | 463        | 804        |
| 04:30 PM                                                   | 11                      | 0    | 1    | 0    | 12         | 2               | 339  | 5    | 0    | 346        | 2                       | 0    | 4    | 0    | 6          | 3               | 491  | 3    | 0    | 497        | 861        |
| 04:45 PM                                                   | 9                       | 0    | 1    | 0    | 10         | 2               | 284  | 5    | 0    | 291        | 1                       | 0    | 2    | 0    | 3          | 7               | 500  | 5    | 0    | 512        | 816        |
| Total Volume                                               | 47                      | 1    | 2    | 0    | 50         | 12              | 1291 | 19   | 0    | 1322       | 9                       | 0    | 9    | 0    | 18         | 25              | 1915 | 21   | 0    | 1961       | 3351       |
| % App. Total                                               | 94                      | 2    | 4    | 0    |            | 0.9             | 97.7 | 1.4  | 0    |            | 50                      | 0    | 50   | 0    |            | 1.3             | 97.7 | 1.1  | 0    |            |            |
| PHF                                                        | .691                    | .250 | .500 | .000 | .694       | .600            | .902 | .950 | .000 | .898       | .563                    | .000 | .563 | .000 | .750       | .781            | .958 | .656 | .000 | .958       | .963       |
| Private                                                    | 47                      | 1    | 2    | 0    | 50         | 12              | 1262 |      |      |            |                         |      |      |      |            | 1875            |      |      |      |            |            |
| % Private                                                  | 100                     | 100  | 100  | 0    | 100        | 100             | 97.8 | 100  | 0    | 97.8       | 100                     | 0    | 100  | 0    | 100        | 100             | 97.9 | 100  | 0    | 98.0       | 97.9       |
| Light                                                      | 0                       | 0    | 0    | 0    | 0          | 0               | 15   | 0    | 0    | 15         | 0                       | 0    | 0    | 0    | 0          | 0               | 27   | 0    | 0    | 27         | 42         |
| % Light                                                    | 0                       | 0    | 0    | 0    | 0          | 0               | 1.2  | 0    | 0    | 1.1        | 0                       | 0    | 0    | 0    | 0          | 0               | 1.4  | 0    | 0    | 1.4        | 1.3        |
| Heavy                                                      | 0                       | 0    | 0    | 0    | 0          | 0               | 14   | 0    | 0    | 14         | 0                       | 0    | 0    | 0    | 0          | 0               | 13   | 0    | 0    | 13         | 27         |
| % Heavy                                                    | 0                       | 0    | 0    | 0    | 0          | 0               | 1.1  | 0    | 0    | 1.1        | 0                       | 0    | 0    | 0    | 0          | 0               | 0.7  | 0    | 0    | 0.7        | 0.8        |





## Silver State Traffic Data Collection, LLC

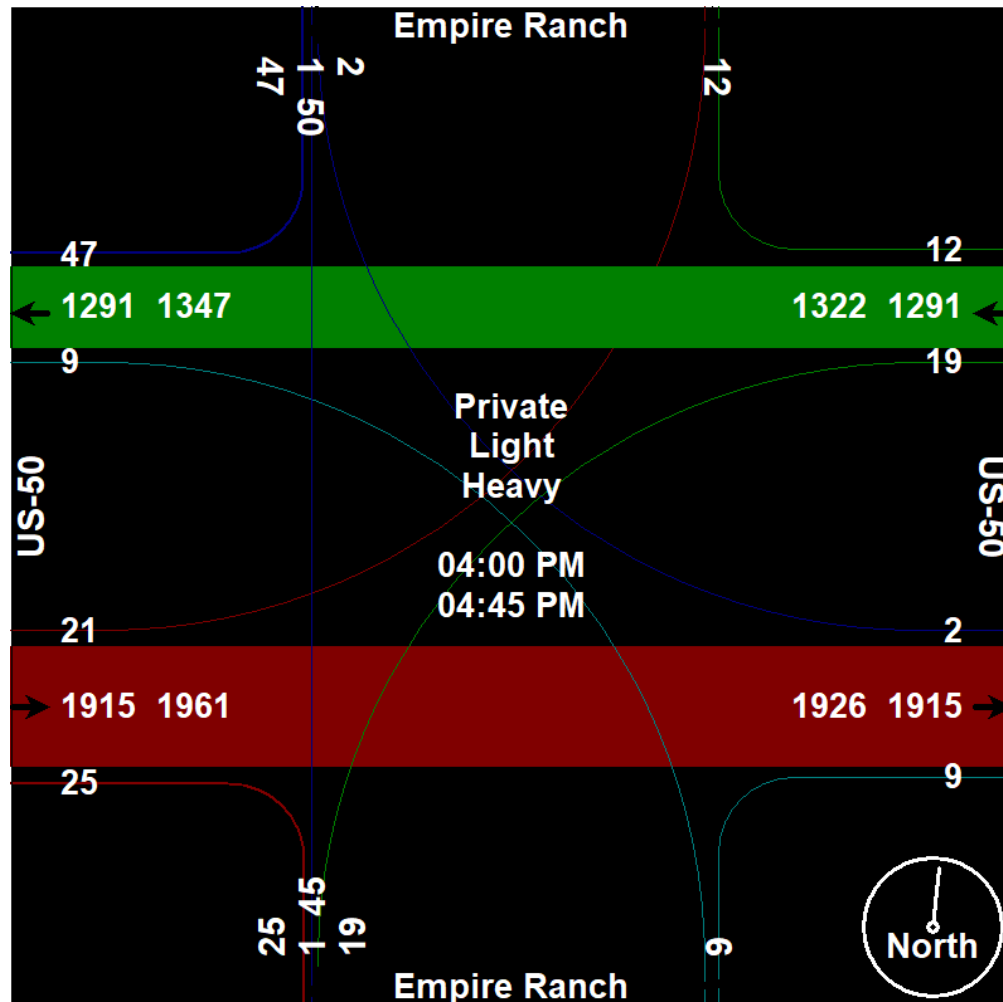
1819 Quarley Place  
Henderson, Nevada, 89014  
sstraffic@msn.com  
(702) 898-1968 - Office  
(702) 217-1968 - Cell

File Name : US-50 and Empire Ranch Road

Site Code : 00000000

Start Date : 10/31/2023

Page No : 7





## Silver State Traffic Data Collection, LLC

1819 Quarley Place  
Henderson, Nevada, 89014  
sstraffic@msn.com  
(702) 898-1968 - Office  
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US-50 E. Carson Complete Streets Study  
Turning Movement Classification Count  
US-50 & Flint Road

File Name : US-50 and Flint Road  
Site Code : 00000000  
Start Date : 11/1/2023  
Page No : 1

Groups Printed- Private - Light - Heavy

|               | South<br>bound | US-50<br>Westbound |      |      |      |            | Flint<br>Northbound |      |      |      |            | US-50<br>Eastbound |      |      |      |            |            |
|---------------|----------------|--------------------|------|------|------|------------|---------------------|------|------|------|------------|--------------------|------|------|------|------------|------------|
| Start Time    | App. Total     | Right              | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total | Right              | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM      | 0              | 0                  | 392  | 1    | 0    | 393        | 0                   | 0    | 3    | 0    | 3          | 3                  | 160  | 0    | 0    | 163        | 559        |
| 07:15 AM      | 0              | 0                  | 466  | 0    | 0    | 466        | 0                   | 0    | 1    | 0    | 1          | 4                  | 144  | 0    | 0    | 148        | 615        |
| 07:30 AM      | 0              | 0                  | 548  | 1    | 0    | 549        | 1                   | 0    | 1    | 0    | 2          | 8                  | 147  | 0    | 0    | 155        | 706        |
| 07:45 AM      | 0              | 0                  | 436  | 1    | 0    | 437        | 1                   | 0    | 6    | 0    | 7          | 9                  | 179  | 0    | 0    | 188        | 632        |
| Total         | 0              | 0                  | 1842 | 3    | 0    | 1845       | 2                   | 0    | 11   | 0    | 13         | 24                 | 630  | 0    | 0    | 654        | 2512       |
| 08:00 AM      | 0              | 0                  | 325  | 2    | 0    | 327        | 3                   | 0    | 7    | 0    | 10         | 15                 | 136  | 0    | 0    | 151        | 488        |
| 08:15 AM      | 0              | 0                  | 300  | 2    | 0    | 302        | 2                   | 0    | 8    | 0    | 10         | 11                 | 166  | 0    | 0    | 177        | 489        |
| 08:30 AM      | 0              | 0                  | 304  | 0    | 0    | 304        | 2                   | 0    | 10   | 0    | 12         | 9                  | 163  | 0    | 0    | 172        | 488        |
| 08:45 AM      | 0              | 0                  | 288  | 2    | 0    | 290        | 1                   | 0    | 11   | 0    | 12         | 7                  | 162  | 0    | 0    | 169        | 471        |
| Total         | 0              | 0                  | 1217 | 6    | 0    | 1223       | 8                   | 0    | 36   | 0    | 44         | 42                 | 627  | 0    | 0    | 669        | 1936       |
| *** BREAK *** |                |                    |      |      |      |            |                     |      |      |      |            |                    |      |      |      |            |            |
| 04:00 PM      | 0              | 0                  | 261  | 1    | 0    | 262        | 1                   | 0    | 9    | 0    | 10         | 16                 | 456  | 0    | 0    | 472        | 744        |
| 04:15 PM      | 0              | 0                  | 246  | 1    | 0    | 247        | 3                   | 0    | 18   | 0    | 21         | 16                 | 511  | 0    | 0    | 527        | 795        |
| 04:30 PM      | 0              | 0                  | 245  | 1    | 0    | 246        | 0                   | 0    | 21   | 0    | 21         | 6                  | 506  | 0    | 0    | 512        | 779        |
| 04:45 PM      | 0              | 0                  | 231  | 0    | 0    | 231        | 1                   | 0    | 8    | 0    | 9          | 5                  | 474  | 0    | 0    | 479        | 719        |
| Total         | 0              | 0                  | 983  | 3    | 0    | 986        | 5                   | 0    | 56   | 0    | 61         | 43                 | 1947 | 0    | 0    | 1990       | 3037       |
| 05:00 PM      | 0              | 0                  | 228  | 0    | 0    | 228        | 4                   | 0    | 5    | 0    | 9          | 2                  | 485  | 0    | 0    | 487        | 724        |
| 05:15 PM      | 0              | 0                  | 220  | 0    | 0    | 220        | 1                   | 0    | 6    | 0    | 7          | 2                  | 547  | 0    | 0    | 549        | 776        |
| 05:30 PM      | 0              | 0                  | 219  | 0    | 0    | 219        | 4                   | 0    | 6    | 0    | 10         | 0                  | 492  | 0    | 0    | 492        | 721        |
| 05:45 PM      | 0              | 0                  | 168  | 0    | 0    | 168        | 0                   | 0    | 3    | 0    | 3          | 1                  | 382  | 0    | 0    | 383        | 554        |
| Total         | 0              | 0                  | 835  | 0    | 0    | 835        | 9                   | 0    | 20   | 0    | 29         | 5                  | 1906 | 0    | 0    | 1911       | 2775       |
| Grand Total   | 0              | 0                  | 4877 | 12   | 0    | 4889       | 24                  | 0    | 123  | 0    | 147        | 114                | 5110 | 0    | 0    | 5224       | 10260      |
| Apprch %      | 0              | 0                  | 99.8 | 0.2  | 0    |            | 16.3                | 0    | 83.7 | 0    |            | 2.2                | 97.8 | 0    | 0    |            |            |
| Total %       | 0              | 0                  | 47.5 | 0.1  | 0    | 47.7       | 0.2                 | 0    | 1.2  | 0    | 1.4        | 1.1                | 49.8 | 0    | 0    | 50.9       |            |
| Private       | 0              | 0                  | 4711 | 12   | 0    | 4723       | 21                  | 0    | 96   | 0    | 117        | 85                 | 4947 | 0    | 0    | 5032       | 9872       |
| % Private     | 0              | 0                  | 96.6 | 100  | 0    | 96.6       | 87.5                | 0    | 78   | 0    | 79.6       | 74.6               | 96.8 | 0    | 0    | 96.3       | 96.2       |
| Light         | 0              | 0                  | 70   | 0    | 0    | 70         | 3                   | 0    | 17   | 0    | 20         | 25                 | 94   | 0    | 0    | 119        | 209        |
| % Light       | 0              | 0                  | 1.4  | 0    | 0    | 1.4        | 12.5                | 0    | 13.8 | 0    | 13.6       | 21.9               | 1.8  | 0    | 0    | 2.3        | 2          |
| Heavy         | 0              | 0                  | 96   | 0    | 0    | 96         | 0                   | 0    | 10   | 0    | 10         | 4                  | 69   | 0    | 0    | 73         | 179        |
| % Heavy       | 0              | 0                  | 2    | 0    | 0    | 2          | 0                   | 0    | 8.1  | 0    | 6.8        | 3.5                | 1.4  | 0    | 0    | 1.4        | 1.7        |



## Silver State Traffic Data Collection, LLC

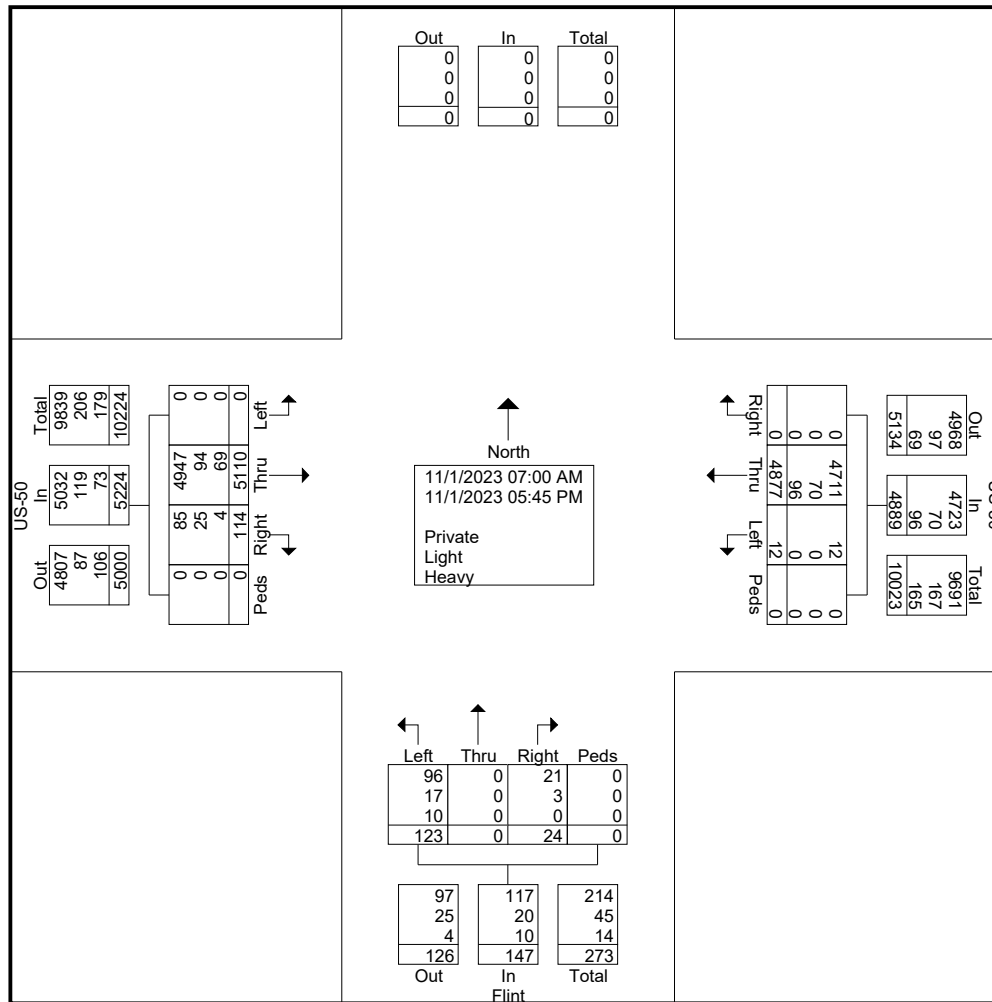
1819 Quarley Place  
Henderson, Nevada, 89014  
sstraffic@msn.com  
(702) 898-1968 - Office  
(702) 217-1968 - Cell

File Name : US-50 and Flint Road

Site Code : 00000000

Start Date : 11/1/2023

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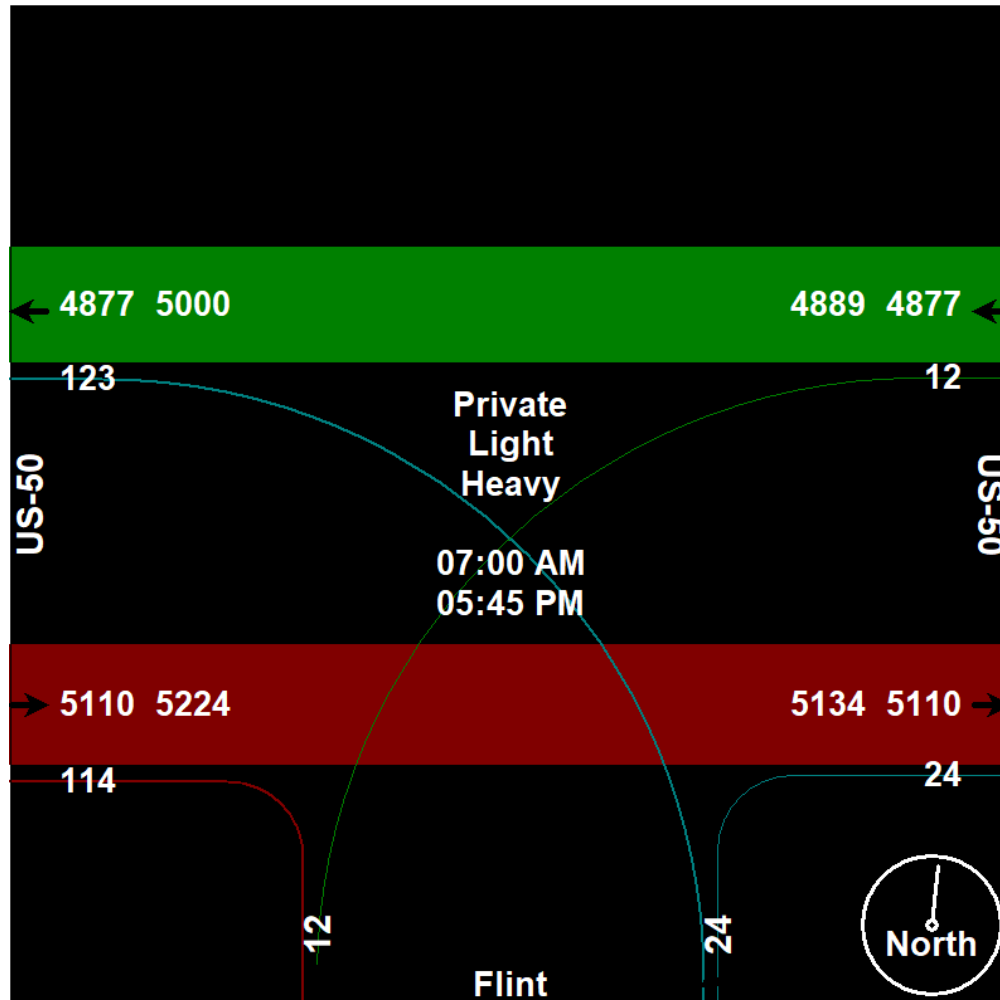




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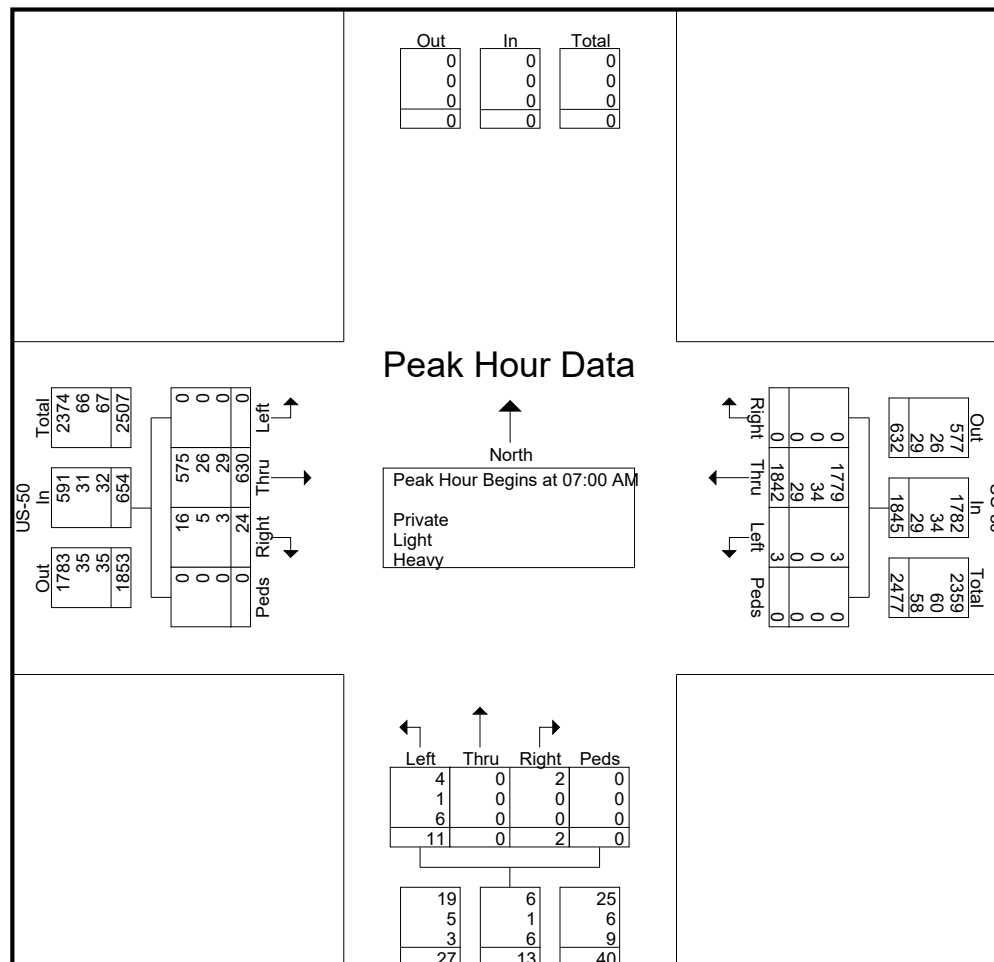
File Name : US-50 and Flint Road

Site Code : 00000000

Start Date : 11/1/2023

Page No : 4

|                                                            | South bound | US-50 Westbound |      |      |      |            | Flint Northbound |      |      |      |            | US-50 Eastbound |      |      |      |            |            |
|------------------------------------------------------------|-------------|-----------------|------|------|------|------------|------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|
| Start Time                                                 | App. Total  | Right           | Thru | Left | Peds | App. Total | Right            | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 |             |                 |      |      |      |            |                  |      |      |      |            |                 |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:00 AM       |             |                 |      |      |      |            |                  |      |      |      |            |                 |      |      |      |            |            |
| 07:00 AM                                                   | 0           | 0               | 392  | 1    | 0    | 393        | 0                | 0    | 3    | 0    | 3          | 3               | 160  | 0    | 0    | 163        | 559        |
| 07:15 AM                                                   | 0           | 0               | 466  | 0    | 0    | 466        | 0                | 0    | 1    | 0    | 1          | 4               | 144  | 0    | 0    | 148        | 615        |
| 07:30 AM                                                   | 0           | 0               | 548  | 1    | 0    | 549        | 1                | 0    | 1    | 0    | 2          | 8               | 147  | 0    | 0    | 155        | 706        |
| 07:45 AM                                                   | 0           | 0               | 436  | 1    | 0    | 437        | 1                | 0    | 6    | 0    | 7          | 9               | 179  | 0    | 0    | 188        | 632        |
| Total Volume                                               | 0           | 0               | 1842 | 3    | 0    | 1845       | 2                | 0    | 11   | 0    | 13         | 24              | 630  | 0    | 0    | 654        | 2512       |
| % App. Total                                               |             | 0               | 99.8 | 0.2  | 0    |            | 15.4             | 0    | 84.6 | 0    |            | 3.7             | 96.3 | 0    | 0    |            |            |
| PHF                                                        | .000        | .000            | .840 | .750 | .000 | .840       | .500             | .000 | .458 | .000 | .464       | .667            | .880 | .000 | .000 | .870       | .890       |
| Private                                                    | 0           | 0               | 1779 | 3    | 0    | 1782       | 2                | 0    | 4    | 0    | 6          | 16              | 575  | 0    | 0    | 591        | 2379       |
| % Private                                                  | 0           | 0               | 96.6 | 100  | 0    | 96.6       | 100              | 0    | 36.4 | 0    | 46.2       | 66.7            | 91.3 | 0    | 0    | 90.4       | 94.7       |
| Light                                                      | 0           | 0               | 34   | 0    | 0    | 34         | 0                | 0    | 1    | 0    | 1          | 5               | 26   | 0    | 0    | 31         | 66         |
| % Light                                                    | 0           | 0               | 1.8  | 0    | 0    | 1.8        | 0                | 0    | 9.1  | 0    | 7.7        | 20.8            | 4.1  | 0    | 0    | 4.7        | 2.6        |
| Heavy                                                      | 0           | 0               | 29   | 0    | 0    | 29         | 0                | 0    | 6    | 0    | 6          | 3               | 29   | 0    | 0    | 32         | 67         |
| % Heavy                                                    | 0           | 0               | 1.6  | 0    | 0    | 1.6        | 0                | 0    | 54.5 | 0    | 46.2       | 12.5            | 4.6  | 0    | 0    | 4.9        | 2.7        |

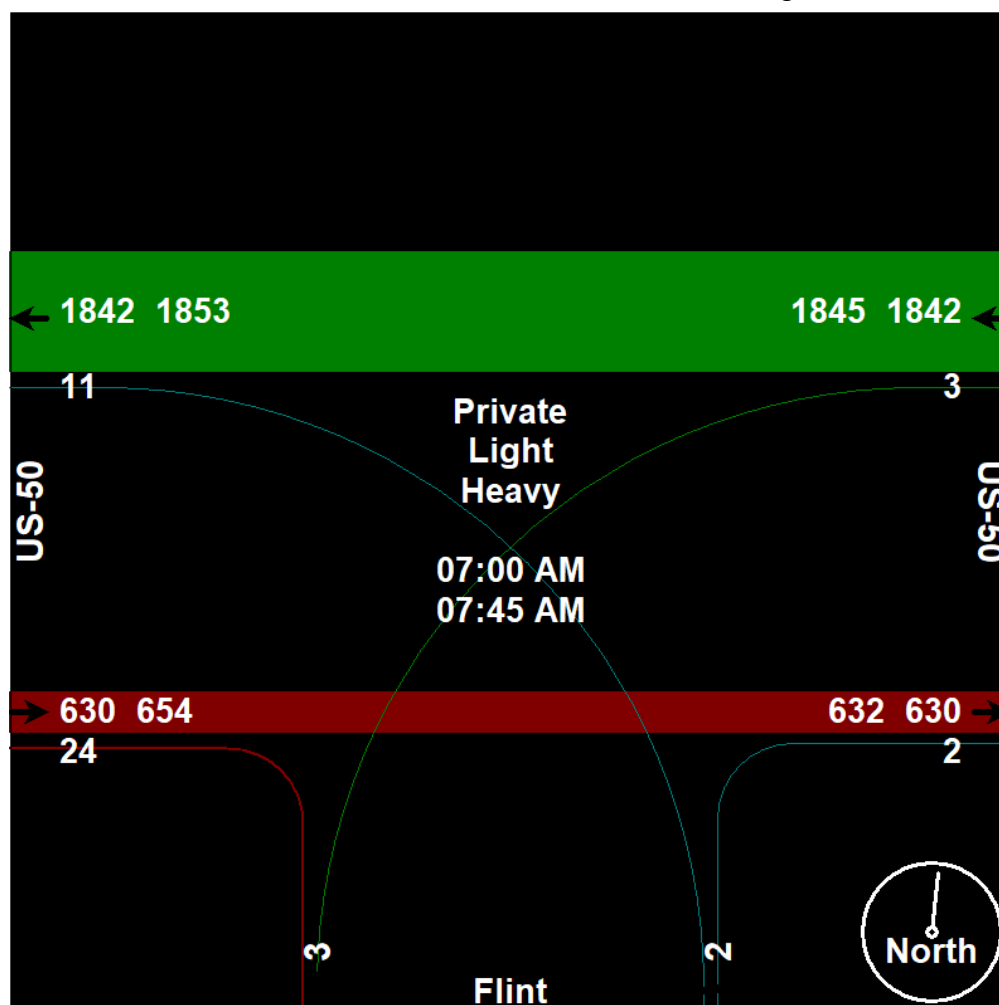




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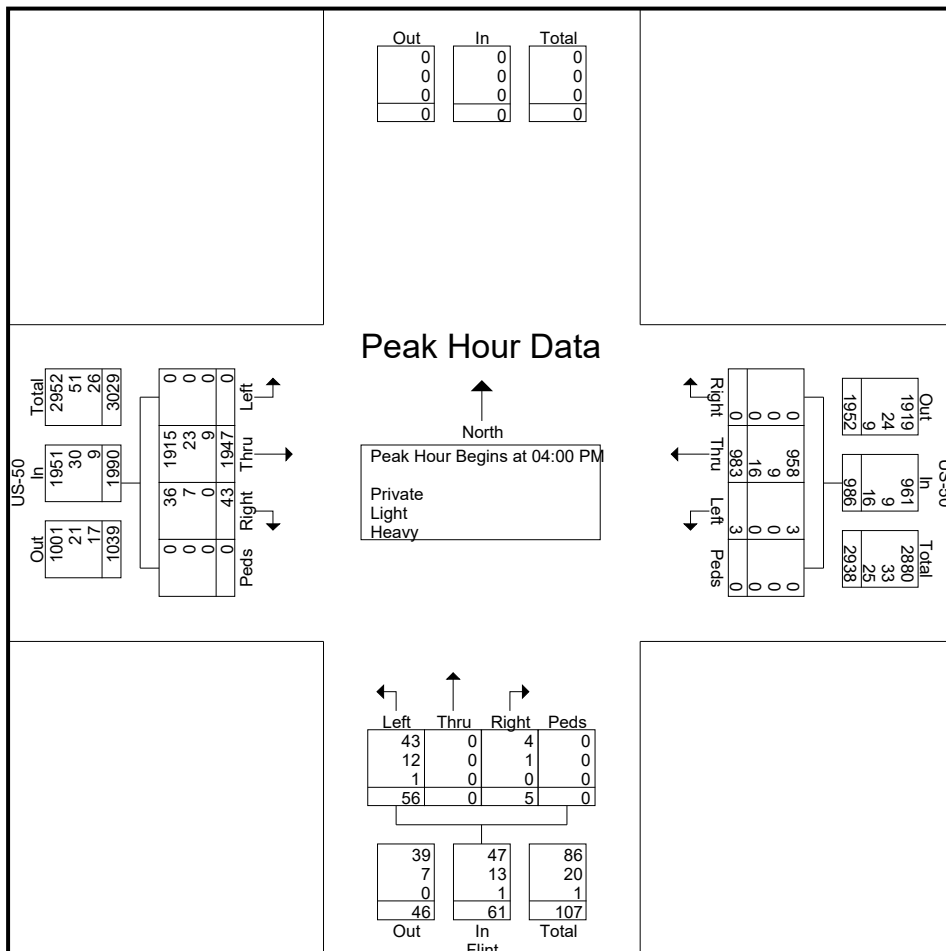
File Name : US-50 and Flint Road

Site Code : 00000000

Start Date : 11/1/2023

Page No : 6

|                                                            | South bound | US-50 Westbound |      |      |      |            | Flint Northbound |      |      |      |            | US-50 Eastbound |      |      |      |            |            |
|------------------------------------------------------------|-------------|-----------------|------|------|------|------------|------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|
| Start Time                                                 | App. Total  | Right           | Thru | Left | Peds | App. Total | Right            | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 |             |                 |      |      |      |            |                  |      |      |      |            |                 |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |             |                 |      |      |      |            |                  |      |      |      |            |                 |      |      |      |            |            |
| 04:00 PM                                                   | 0           | 0               | 261  | 1    | 0    | 262        | 1                | 0    | 9    | 0    | 10         | 16              | 456  | 0    | 0    | 472        | 744        |
| 04:15 PM                                                   | 0           | 0               | 246  | 1    | 0    | 247        | 3                | 0    | 18   | 0    | 21         | 16              | 511  | 0    | 0    | 527        | 795        |
| 04:30 PM                                                   | 0           | 0               | 245  | 1    | 0    | 246        | 0                | 0    | 21   | 0    | 21         | 6               | 506  | 0    | 0    | 512        | 779        |
| 04:45 PM                                                   | 0           | 0               | 231  | 0    | 0    | 231        | 1                | 0    | 8    | 0    | 9          | 5               | 474  | 0    | 0    | 479        | 719        |
| Total Volume                                               | 0           | 0               | 983  | 3    | 0    | 986        | 5                | 0    | 56   | 0    | 61         | 43              | 1947 | 0    | 0    | 1990       | 3037       |
| % App. Total                                               | 0           | 0               | 99.7 | 0.3  | 0    |            | 8.2              | 0    | 91.8 | 0    |            | 2.2             | 97.8 | 0    | 0    |            |            |
| PHF                                                        | .000        | .000            | .942 | .750 | .000 | .941       | .417             | .000 | .667 | .000 | .726       | .672            | .953 | .000 | .000 | .944       | .955       |
| Private                                                    | 0           | 0               | 958  | 3    | 0    | 961        | 4                | 0    | 43   | 0    | 47         | 36              | 1915 | 0    | 0    | 1951       | 2959       |
| % Private                                                  | 0           | 0               | 97.5 | 100  | 0    | 97.5       | 80.0             | 0    | 76.8 | 0    | 77.0       | 83.7            | 98.4 | 0    | 0    | 98.0       | 97.4       |
| Light                                                      | 0           | 0               | 9    | 0    | 0    | 9          | 1                | 0    | 12   | 0    | 13         | 7               | 23   | 0    | 0    | 30         | 52         |
| % Light                                                    | 0           | 0               | 0.9  | 0    | 0    | 0.9        | 20.0             | 0    | 21.4 | 0    | 21.3       | 16.3            | 1.2  | 0    | 0    | 1.5        | 1.7        |
| Heavy                                                      | 0           | 0               | 16   | 0    | 0    | 16         | 0                | 0    | 1    | 0    | 1          | 0               | 9    | 0    | 0    | 9          | 26         |
| % Heavy                                                    | 0           | 0               | 1.6  | 0    | 0    | 1.6        | 0                | 0    | 1.8  | 0    | 1.6        | 0               | 0.5  | 0    | 0    | 0.5        | 0.9        |

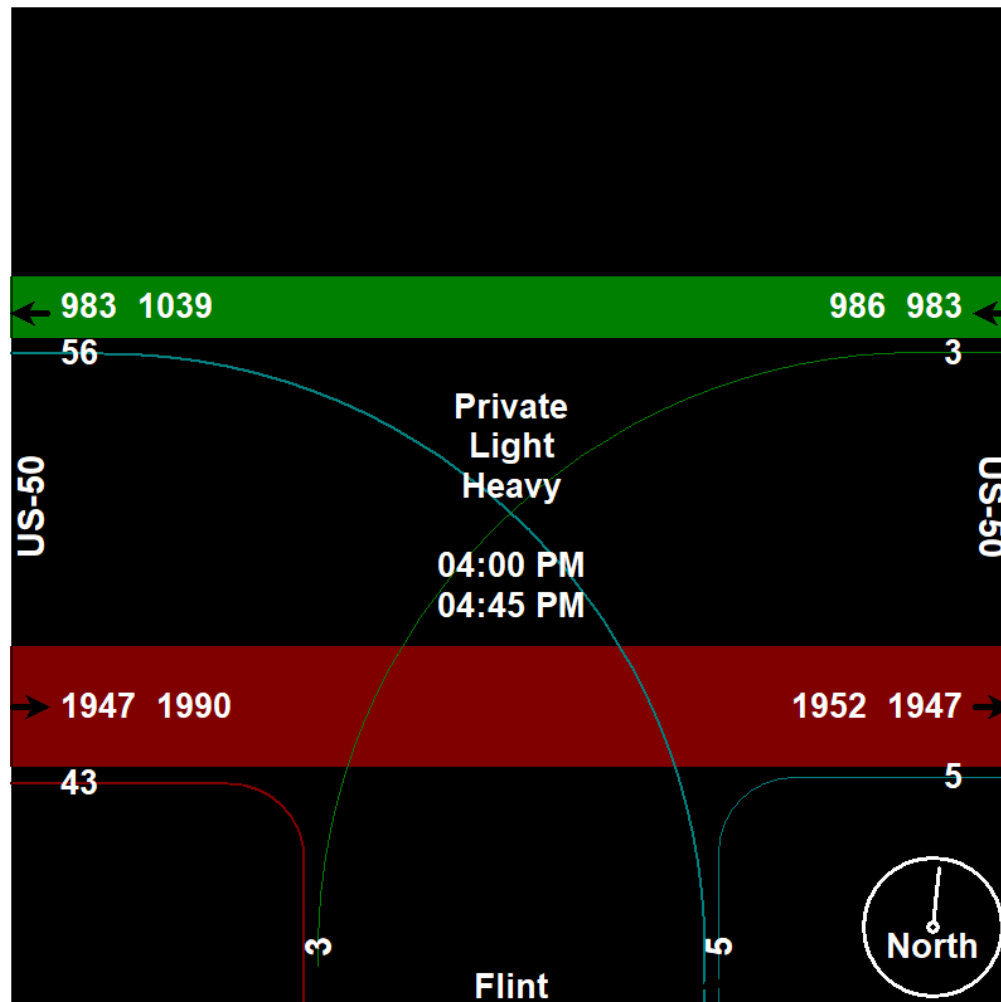




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File Name : US-50 and Flint Road  
Site Code : 00000000  
Start Date : 11/1/2023  
Page No : 7





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US-50 E. Carson Complete Streets Study  
Turning Movement Classification Count  
US-50 & Highlands Drive

File Name : US-50 and Highlands Drive  
Site Code : 00000000  
Start Date : 11/1/2023  
Page No : 1

Groups Printed- Private - Light - Heavy

|               | South bound | US-50 Westbound |      |      |      |            | Highlands Northbound |      |      |      |            | US-50 Eastbound |      |      |      |            |            |
|---------------|-------------|-----------------|------|------|------|------------|----------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|
| Start Time    | App. Total  | Right           | Thru | Left | Peds | App. Total | Right                | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM      | 0           | 0               | 380  | 4    | 0    | 384        | 2                    | 0    | 18   | 0    | 20         | 2               | 140  | 0    | 0    | 142        | 546        |
| 07:15 AM      | 0           | 0               | 464  | 1    | 0    | 465        | 4                    | 0    | 16   | 0    | 20         | 3               | 138  | 0    | 0    | 141        | 626        |
| 07:30 AM      | 0           | 0               | 518  | 1    | 0    | 519        | 3                    | 0    | 19   | 0    | 22         | 4               | 147  | 0    | 0    | 151        | 692        |
| 07:45 AM      | 0           | 0               | 405  | 1    | 0    | 406        | 5                    | 0    | 20   | 0    | 25         | 6               | 168  | 0    | 0    | 174        | 605        |
| Total         | 0           | 0               | 1767 | 7    | 0    | 1774       | 14                   | 0    | 73   | 0    | 87         | 15              | 593  | 0    | 0    | 608        | 2469       |
| 08:00 AM      | 0           | 0               | 311  | 1    | 0    | 312        | 5                    | 0    | 19   | 0    | 24         | 4               | 122  | 0    | 0    | 126        | 462        |
| 08:15 AM      | 0           | 0               | 286  | 1    | 0    | 287        | 2                    | 0    | 8    | 0    | 10         | 4               | 151  | 0    | 0    | 155        | 452        |
| 08:30 AM      | 0           | 0               | 281  | 3    | 0    | 284        | 5                    | 0    | 13   | 0    | 18         | 7               | 159  | 0    | 0    | 166        | 468        |
| 08:45 AM      | 0           | 0               | 265  | 3    | 0    | 268        | 3                    | 0    | 13   | 0    | 16         | 5               | 151  | 0    | 0    | 156        | 440        |
| Total         | 0           | 0               | 1143 | 8    | 0    | 1151       | 15                   | 0    | 53   | 0    | 68         | 20              | 583  | 0    | 0    | 603        | 1822       |
| *** BREAK *** |             |                 |      |      |      |            |                      |      |      |      |            |                 |      |      |      |            |            |
| 04:00 PM      | 0           | 0               | 253  | 6    | 0    | 259        | 1                    | 0    | 6    | 0    | 7          | 10              | 437  | 0    | 0    | 447        | 713        |
| 04:15 PM      | 0           | 0               | 215  | 3    | 0    | 218        | 3                    | 0    | 10   | 0    | 13         | 19              | 478  | 0    | 0    | 497        | 728        |
| 04:30 PM      | 0           | 0               | 218  | 5    | 0    | 223        | 1                    | 0    | 6    | 0    | 7          | 23              | 468  | 0    | 0    | 491        | 721        |
| 04:45 PM      | 0           | 0               | 195  | 7    | 0    | 202        | 1                    | 0    | 7    | 0    | 8          | 20              | 474  | 0    | 0    | 494        | 704        |
| Total         | 0           | 0               | 881  | 21   | 0    | 902        | 6                    | 0    | 29   | 0    | 35         | 72              | 1857 | 0    | 0    | 1929       | 2866       |
| 05:00 PM      | 0           | 0               | 214  | 2    | 0    | 216        | 5                    | 0    | 8    | 0    | 13         | 28              | 437  | 0    | 0    | 465        | 694        |
| 05:15 PM      | 0           | 0               | 192  | 3    | 0    | 195        | 1                    | 0    | 9    | 0    | 10         | 19              | 512  | 0    | 0    | 531        | 736        |
| 05:30 PM      | 0           | 0               | 215  | 3    | 0    | 218        | 4                    | 0    | 7    | 0    | 11         | 28              | 441  | 0    | 0    | 469        | 698        |
| 05:45 PM      | 0           | 0               | 152  | 2    | 0    | 154        | 3                    | 0    | 9    | 0    | 12         | 23              | 351  | 0    | 0    | 374        | 540        |
| Total         | 0           | 0               | 773  | 10   | 0    | 783        | 13                   | 0    | 33   | 0    | 46         | 98              | 1741 | 0    | 0    | 1839       | 2668       |
| Grand Total   | 0           | 0               | 4564 | 46   | 0    | 4610       | 48                   | 0    | 188  | 0    | 236        | 205             | 4774 | 0    | 0    | 4979       | 9825       |
| Apprch %      |             | 0               | 99   | 1    | 0    |            | 20.3                 | 0    | 79.7 | 0    |            | 4.1             | 95.9 | 0    | 0    |            |            |
| Total %       | 0           | 0               | 46.5 | 0.5  | 0    | 46.9       | 0.5                  | 0    | 1.9  | 0    | 2.4        | 2.1             | 48.6 | 0    | 0    | 50.7       |            |
| Private       | 0           | 0               | 4424 | 45   | 0    | 4469       | 48                   | 0    | 187  | 0    | 235        | 205             | 4626 | 0    | 0    | 4831       | 9535       |
| % Private     | 0           | 0               | 96.9 | 97.8 | 0    | 96.9       | 100                  | 0    | 99.5 | 0    | 99.6       | 100             | 96.9 | 0    | 0    | 97         | 97         |
| Light         | 0           | 0               | 72   | 1    | 0    | 73         | 0                    | 0    | 1    | 0    | 1          | 0               | 67   | 0    | 0    | 67         | 141        |
| % Light       | 0           | 0               | 1.6  | 2.2  | 0    | 1.6        | 0                    | 0    | 0.5  | 0    | 0.4        | 0               | 1.4  | 0    | 0    | 1.3        | 1.4        |
| Heavy         | 0           | 0               | 68   | 0    | 0    | 68         | 0                    | 0    | 0    | 0    | 0          | 0               | 81   | 0    | 0    | 81         | 149        |
| % Heavy       | 0           | 0               | 1.5  | 0    | 0    | 1.5        | 0                    | 0    | 0    | 0    | 0          | 0               | 1.7  | 0    | 0    | 1.6        | 1.5        |



## Silver State Traffic Data Collection, LLC

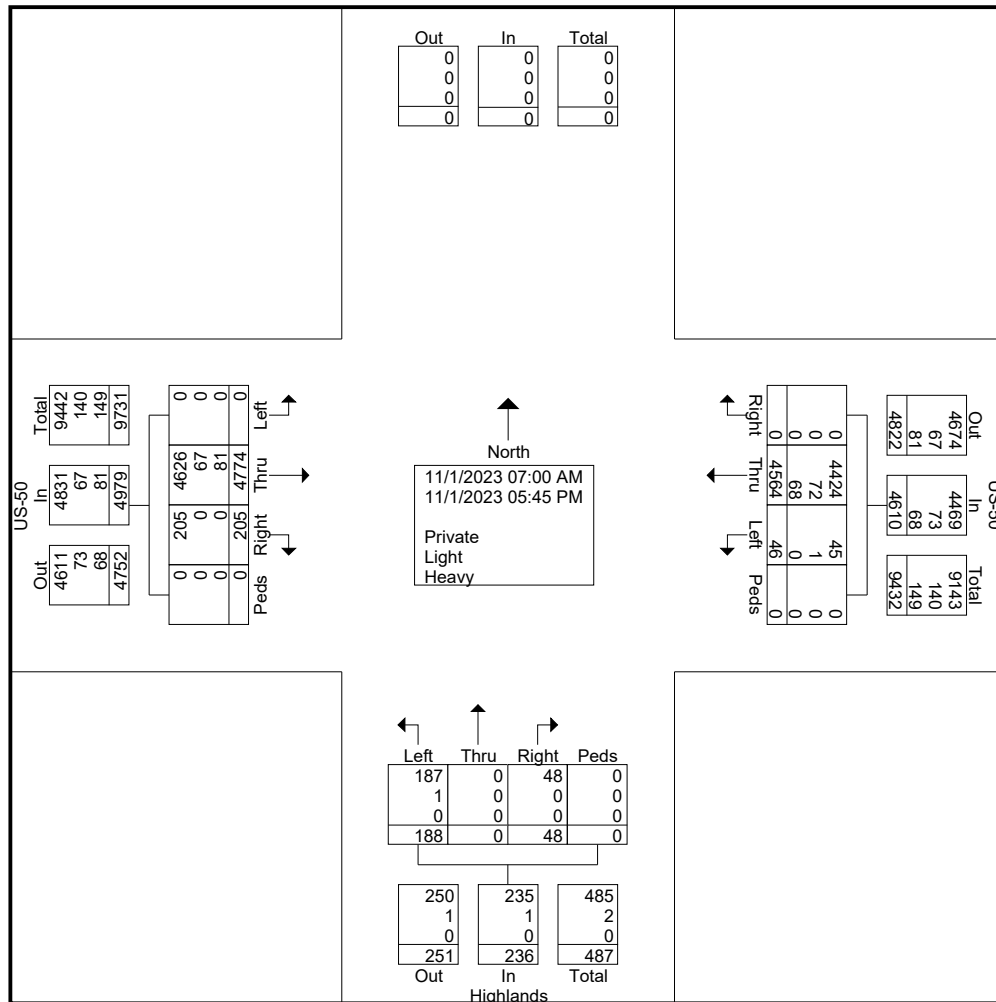
1819 Quarley Place  
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sstraffic@msn.com  
(702) 898-1968 - Office  
(702) 217-1968 - Cell

File Name : US-50 and Highlands Drive

Site Code : 00000000

Start Date : 11/1/2023

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## Silver State Traffic Data Collection, LLC

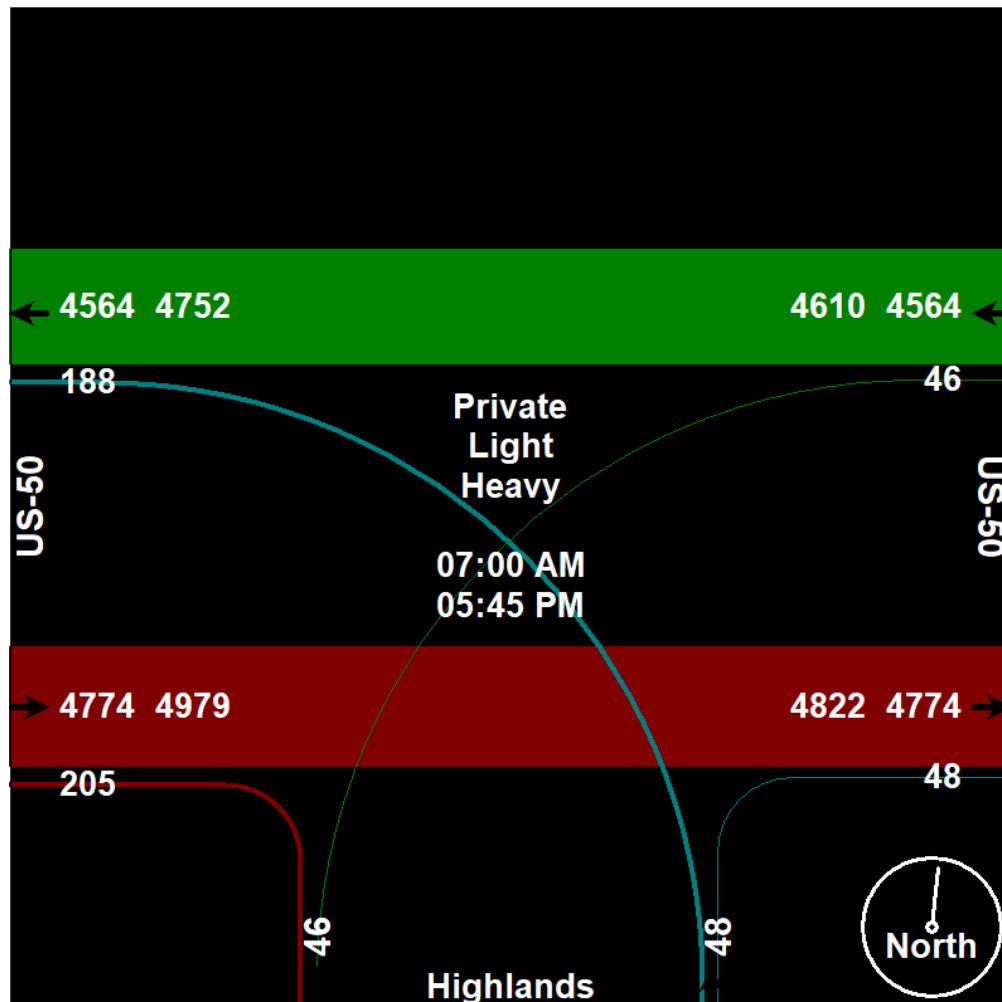
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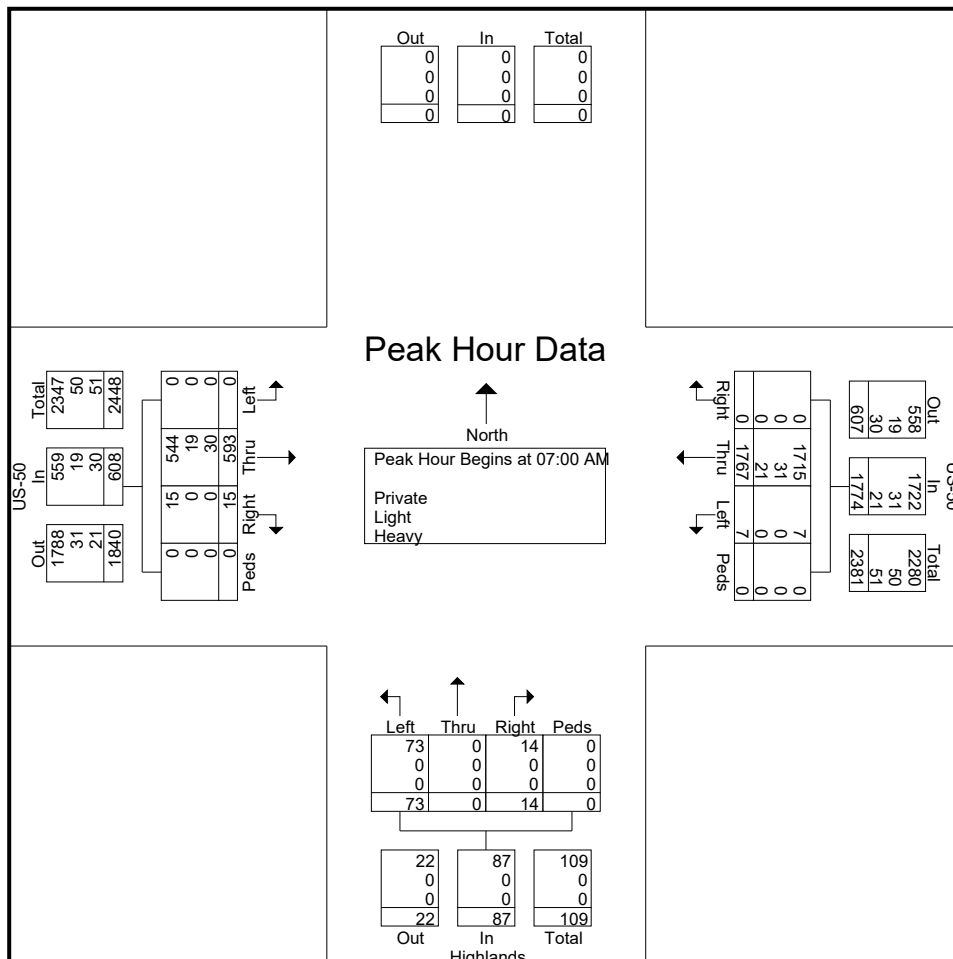


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File Name : US-50 and Highlands Drive  
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|                                                            | South bound | US-50 Westbound |      |      |      |            | Highlands Northbound |      |      |      |            | US-50 Eastbound |      |      |      |            |            |
|------------------------------------------------------------|-------------|-----------------|------|------|------|------------|----------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|
| Start Time                                                 | App. Total  | Right           | Thru | Left | Peds | App. Total | Right                | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 |             |                 |      |      |      |            |                      |      |      |      |            |                 |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:00 AM       |             |                 |      |      |      |            |                      |      |      |      |            |                 |      |      |      |            |            |
| 07:00 AM                                                   | 0           | 0               | 380  | 4    | 0    | 384        | 2                    | 0    | 18   | 0    | 20         | 2               | 140  | 0    | 0    | 142        | 546        |
| 07:15 AM                                                   | 0           | 0               | 464  | 1    | 0    | 465        | 4                    | 0    | 16   | 0    | 20         | 3               | 138  | 0    | 0    | 141        | 626        |
| 07:30 AM                                                   | 0           | 0               | 518  | 1    | 0    | 519        | 3                    | 0    | 19   | 0    | 22         | 4               | 147  | 0    | 0    | 151        | 692        |
| 07:45 AM                                                   | 0           | 0               | 405  | 1    | 0    | 406        | 5                    | 0    | 20   | 0    | 25         | 6               | 168  | 0    | 0    | 174        | 605        |
| Total Volume                                               | 0           | 0               | 1767 | 7    | 0    | 1774       | 14                   | 0    | 73   | 0    | 87         | 15              | 593  | 0    | 0    | 608        | 2469       |
| % App. Total                                               | 0           | 0               | 99.6 | 0.4  | 0    |            | 16.1                 | 0    | 83.9 | 0    |            | 2.5             | 97.5 | 0    | 0    |            |            |
| PHF                                                        | .000        | .000            | .853 | .438 | .000 | .855       | .700                 | .000 | .913 | .000 | .870       | .625            | .882 | .000 | .000 | .874       | .892       |
| Private                                                    | 0           | 0               | 1715 | 7    | 0    | 1722       | 14                   | 0    | 73   | 0    | 87         | 15              | 544  | 0    | 0    | 559        | 2368       |
| % Private                                                  | 0           | 0               | 97.1 | 100  | 0    | 97.1       | 100                  | 0    | 100  | 0    | 100        | 100             | 91.7 | 0    | 0    | 91.9       | 95.9       |
| Light                                                      | 0           | 0               | 31   | 0    | 0    | 31         | 0                    | 0    | 0    | 0    | 0          | 0               | 19   | 0    | 0    | 19         | 50         |
| % Light                                                    | 0           | 0               | 1.8  | 0    | 0    | 1.7        | 0                    | 0    | 0    | 0    | 0          | 0               | 3.2  | 0    | 0    | 3.1        | 2.0        |
| Heavy                                                      | 0           | 0               | 21   | 0    | 0    | 21         | 0                    | 0    | 0    | 0    | 0          | 0               | 30   | 0    | 0    | 30         | 51         |
| % Heavy                                                    | 0           | 0               | 1.2  | 0    | 0    | 1.2        | 0                    | 0    | 0    | 0    | 0          | 0               | 5.1  | 0    | 0    | 4.9        | 2.1        |





## Silver State Traffic Data Collection, LLC

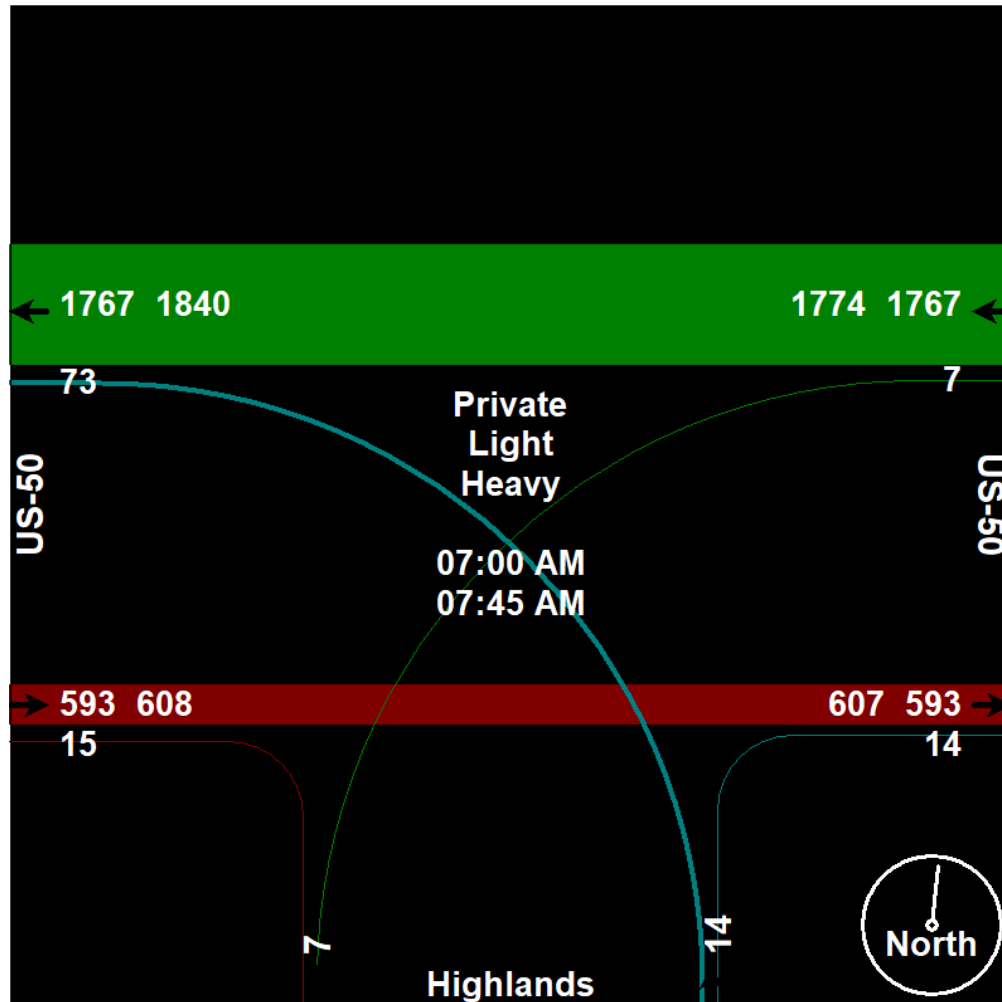
1819 Quarley Place  
Henderson, Nevada, 89014  
sstraffic@msn.com  
(702) 898-1968 - Office  
(702) 217-1968 - Cell

File Name : US-50 and Highlands Drive

Site Code : 00000000

Start Date : 11/1/2023

Page No : 5



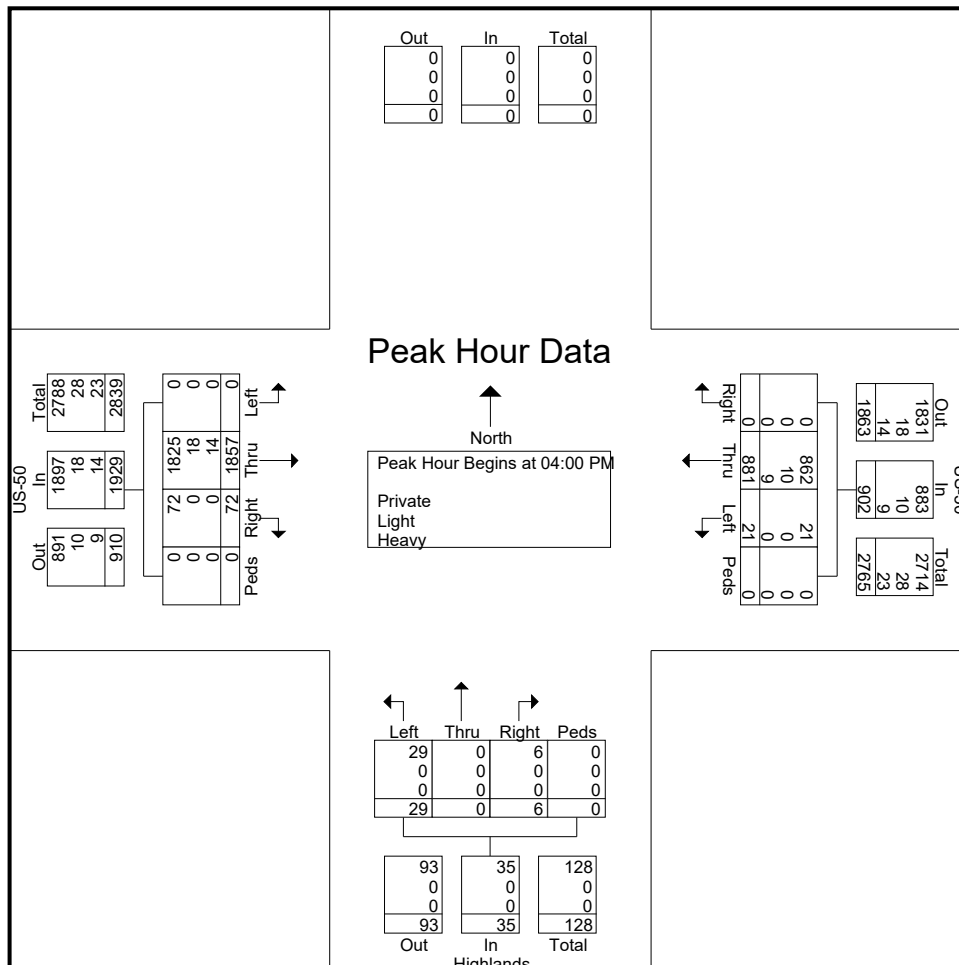


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Site Code : 00000000  
Start Date : 11/1/2023  
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|                                                            | South bound | US-50 Westbound |      |      |      |            | Highlands Northbound |      |      |      |            | US-50 Eastbound |      |      |      |            |            |
|------------------------------------------------------------|-------------|-----------------|------|------|------|------------|----------------------|------|------|------|------------|-----------------|------|------|------|------------|------------|
| Start Time                                                 | App. Total  | Right           | Thru | Left | Peds | App. Total | Right                | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 |             |                 |      |      |      |            |                      |      |      |      |            |                 |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |             |                 |      |      |      |            |                      |      |      |      |            |                 |      |      |      |            |            |
| 04:00 PM                                                   | 0           | 0               | 253  | 6    | 0    | 259        | 1                    | 0    | 6    | 0    | 7          | 10              | 437  | 0    | 0    | 447        | 713        |
| 04:15 PM                                                   | 0           | 0               | 215  | 3    | 0    | 218        | 3                    | 0    | 10   | 0    | 13         | 19              | 478  | 0    | 0    | 497        | 728        |
| 04:30 PM                                                   | 0           | 0               | 218  | 5    | 0    | 223        | 1                    | 0    | 6    | 0    | 7          | 23              | 468  | 0    | 0    | 491        | 721        |
| 04:45 PM                                                   | 0           | 0               | 195  | 7    | 0    | 202        | 1                    | 0    | 7    | 0    | 8          | 20              | 474  | 0    | 0    | 494        | 704        |
| Total Volume                                               | 0           | 0               | 881  | 21   | 0    | 902        | 6                    | 0    | 29   | 0    | 35         | 72              | 1857 | 0    | 0    | 1929       | 2866       |
| % App. Total                                               | 0           | 0               | 97.7 | 2.3  | 0    |            | 17.1                 | 0    | 82.9 | 0    |            | 3.7             | 96.3 | 0    | 0    |            |            |
| PHF                                                        | .000        | .000            | .871 | .750 | .000 | .871       | .500                 | .000 | .725 | .000 | .673       | .783            | .971 | .000 | .000 | .970       | .984       |
| Private                                                    | 0           | 0               | 862  | 21   | 0    | 883        | 6                    | 0    | 29   | 0    | 35         | 72              | 1825 | 0    | 0    | 1897       | 2815       |
| % Private                                                  | 0           | 0               | 97.8 | 100  | 0    | 97.9       | 100                  | 0    | 100  | 0    | 100        | 100             | 98.3 | 0    | 0    | 98.3       | 98.2       |
| Light                                                      | 0           | 0               | 10   | 0    | 0    | 10         | 0                    | 0    | 0    | 0    | 0          | 0               | 18   | 0    | 0    | 18         | 28         |
| % Light                                                    | 0           | 0               | 1.1  | 0    | 0    | 1.1        | 0                    | 0    | 0    | 0    | 0          | 0               | 1.0  | 0    | 0    | 0.9        | 1.0        |
| Heavy                                                      | 0           | 0               | 9    | 0    | 0    | 9          | 0                    | 0    | 0    | 0    | 0          | 0               | 14   | 0    | 0    | 14         | 23         |
| % Heavy                                                    | 0           | 0               | 1.0  | 0    | 0    | 1.0        | 0                    | 0    | 0    | 0    | 0          | 0               | 0.8  | 0    | 0    | 0.7        | 0.8        |





## Silver State Traffic Data Collection, LLC

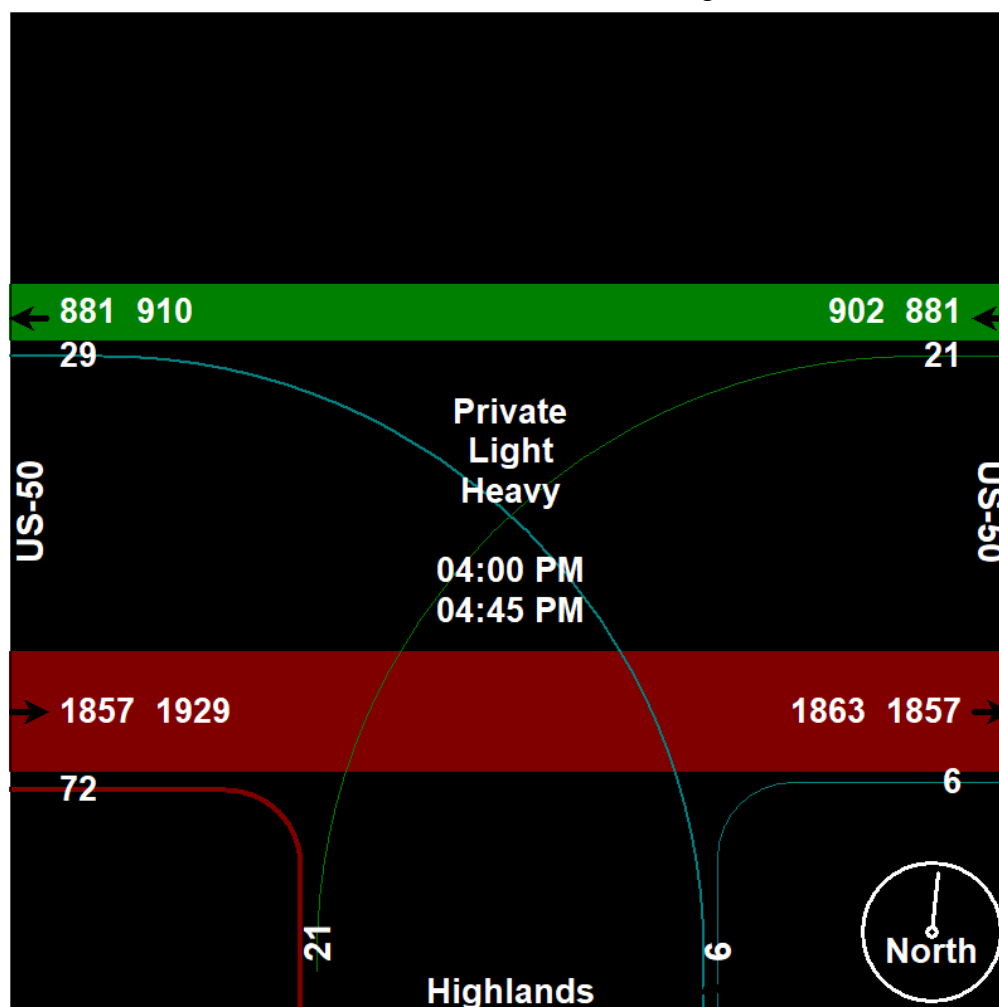
1819 Quarley Place  
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File Name : US-50 and Highlands Drive

Site Code : 00000000

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(702) 217-1968 - Cell  
sstraffic@msn.com

File Name : US-50 E. Carson Complete Streets Study - US-50 and Linehan Road - Peds and Bikes  
Site Code : 00000000  
Start Date : 11/1/2023  
Page No : 1

Groups Printed- Peds and Bikes

| Start Time    | Linehan<br>Xing on Northside |      | US-50<br>Xing on Eastside |      | US-50<br>Xing on Westside |      | Int. Total |
|---------------|------------------------------|------|---------------------------|------|---------------------------|------|------------|
|               | Bikes                        | Peds | Bikes                     | Peds | Bikes                     | Peds |            |
| *** BREAK *** |                              |      |                           |      |                           |      |            |
| 12:00 PM      | 0                            | 1    | 0                         | 0    | 0                         | 0    | 1          |
| *** BREAK *** |                              |      |                           |      |                           |      |            |
| Total         | 0                            | 1    | 0                         | 0    | 0                         | 0    | 1          |
| *** BREAK *** |                              |      |                           |      |                           |      |            |
| 04:30 PM      | 0                            | 0    | 0                         | 0    | 1                         | 0    | 1          |
| *** BREAK *** |                              |      |                           |      |                           |      |            |
| Total         | 0                            | 0    | 0                         | 0    | 1                         | 0    | 1          |
| 05:00 PM      | 1                            | 0    | 1                         | 0    | 0                         | 0    | 2          |
| *** BREAK *** |                              |      |                           |      |                           |      |            |
| Total         | 1                            | 0    | 1                         | 0    | 0                         | 0    | 2          |
| Grand Total   | 1                            | 1    | 1                         | 0    | 1                         | 0    | 4          |
| Apprch %      | 50                           | 50   | 100                       | 0    | 100                       | 0    |            |
| Total %       | 25                           | 25   | 25                        | 0    | 25                        | 0    |            |



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File Name : US-50 E. Carson Complete Streets Study - US-50 and Lompa Lane - Peds and Bikes  
Site Code : 00000000  
Start Date : 10/31/2023  
Page No : 1

Groups Printed- Peds and Bikes

|               | Lompa<br>Xing on Northside |      | US-50<br>Xing on Eastside |      | Lompa<br>Xing on Southside |      | US-50<br>Xing on Westside |      |            |
|---------------|----------------------------|------|---------------------------|------|----------------------------|------|---------------------------|------|------------|
| Start Time    | Bikes                      | Peds | Bikes                     | Peds | Bikes                      | Peds | Bikes                     | Peds | Int. Total |
| 07:00 AM      | 0                          | 1    | 0                         | 0    | 0                          | 0    | 0                         | 0    | 1          |
| *** BREAK *** |                            |      |                           |      |                            |      |                           |      |            |
| 07:30 AM      | 0                          | 0    | 0                         | 2    | 0                          | 0    | 0                         | 0    | 2          |
| *** BREAK *** |                            |      |                           |      |                            |      |                           |      |            |
| Total         | 0                          | 1    | 0                         | 2    | 0                          | 0    | 0                         | 0    | 3          |
| 08:00 AM      | 1                          | 0    | 1                         | 0    | 0                          | 0    | 0                         | 0    | 2          |
| 08:15 AM      | 0                          | 2    | 1                         | 1    | 1                          | 0    | 0                         | 0    | 5          |
| *** BREAK *** |                            |      |                           |      |                            |      |                           |      |            |
| Total         | 1                          | 2    | 2                         | 1    | 1                          | 0    | 0                         | 0    | 7          |
| *** BREAK *** |                            |      |                           |      |                            |      |                           |      |            |
| 04:00 PM      | 0                          | 1    | 0                         | 1    | 0                          | 1    | 0                         | 2    | 5          |
| 04:15 PM      | 0                          | 1    | 0                         | 0    | 1                          | 1    | 1                         | 1    | 5          |
| 04:30 PM      | 1                          | 1    | 2                         | 0    | 1                          | 0    | 2                         | 0    | 7          |
| 04:45 PM      | 0                          | 2    | 0                         | 1    | 0                          | 2    | 0                         | 0    | 5          |
| Total         | 1                          | 5    | 2                         | 2    | 2                          | 4    | 3                         | 3    | 22         |
| 05:00 PM      | 0                          | 1    | 0                         | 1    | 0                          | 1    | 0                         | 0    | 3          |
| 05:15 PM      | 1                          | 1    | 1                         | 3    | 0                          | 0    | 0                         | 0    | 6          |
| *** BREAK *** |                            |      |                           |      |                            |      |                           |      |            |
| 05:45 PM      | 0                          | 0    | 1                         | 2    | 1                          | 0    | 0                         | 0    | 4          |
| Total         | 1                          | 2    | 2                         | 6    | 1                          | 1    | 0                         | 0    | 13         |
| Grand Total   | 3                          | 10   | 6                         | 11   | 4                          | 5    | 3                         | 3    | 45         |
| Apprch %      | 23.1                       | 76.9 | 35.3                      | 64.7 | 44.4                       | 55.6 | 50                        | 50   |            |
| Total %       | 6.7                        | 22.2 | 13.3                      | 24.4 | 8.9                        | 11.1 | 6.7                       | 6.7  |            |



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File Name : US-50 E. Carson Complete Streets Study - US-50 and Nye Lane - Peds and Bikes  
Site Code : 00000000  
Start Date : 10/31/2023  
Page No : 1

### Groups Printed- Peds and Bikes

|               | Nye<br>Xing on Northside |      | US-50<br>Xing on Eastside |      | Xing on Southside |      | US-50<br>Xing on Westside |      |            |
|---------------|--------------------------|------|---------------------------|------|-------------------|------|---------------------------|------|------------|
| Start Time    | Bikes                    | Peds | Bikes                     | Peds | Bikes             | Peds | Bikes                     | Peds | Int. Total |
| *** BREAK *** |                          |      |                           |      |                   |      |                           |      |            |
| 08:30 AM      | 0                        | 1    | 0                         | 0    | 0                 | 0    | 0                         | 0    | 1          |
| 08:45 AM      | 0                        | 1    | 0                         | 0    | 0                 | 0    | 0                         | 0    | 1          |
| Total         | 0                        | 2    | 0                         | 0    | 0                 | 0    | 0                         | 0    | 2          |
| *** BREAK *** |                          |      |                           |      |                   |      |                           |      |            |
| 04:30 PM      | 0                        | 1    | 0                         | 0    | 0                 | 0    | 0                         | 0    | 1          |
| 04:45 PM      | 0                        | 1    | 0                         | 0    | 0                 | 0    | 0                         | 0    | 1          |
| Total         | 0                        | 2    | 0                         | 0    | 0                 | 0    | 0                         | 0    | 2          |
| 05:00 PM      | 1                        | 1    | 1                         | 0    | 0                 | 0    | 0                         | 0    | 3          |
| *** BREAK *** |                          |      |                           |      |                   |      |                           |      |            |
| 05:45 PM      | 0                        | 0    | 0                         | 0    | 0                 | 0    | 1                         | 0    | 1          |
| Total         | 1                        | 1    | 1                         | 0    | 0                 | 0    | 1                         | 0    | 4          |
| Grand Total   | 1                        | 5    | 1                         | 0    | 0                 | 0    | 1                         | 0    | 8          |
| Apprch %      | 16.7                     | 83.3 | 100                       | 0    | 0                 | 0    | 100                       | 0    |            |
| Total %       | 12.5                     | 62.5 | 12.5                      | 0    | 0                 | 0    | 12.5                      | 0    |            |



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File Name : US-50 E. Carson Complete Streets Study - US-50 and Ramps I-580 - Peds and Bikes  
Site Code : 00000000  
Start Date : 11/1/2023  
Page No : 1

### Groups Printed- Peds and Bikes

| Start Time    | Ramps I-580<br>Xing on Northside |      | US-50<br>Xing on Eastside |      | Ramps I-580<br>Xing on Southside |      | US-50<br>Xing on Westside |      | Int. Total |
|---------------|----------------------------------|------|---------------------------|------|----------------------------------|------|---------------------------|------|------------|
|               | Bikes                            | Peds | Bikes                     | Peds | Bikes                            | Peds | Bikes                     | Peds |            |
| 07:00 AM      | 0                                | 0    | 0                         | 0    | 1                                | 0    | 0                         | 1    | 2          |
| *** BREAK *** |                                  |      |                           |      |                                  |      |                           |      |            |
| Total         | 0                                | 0    | 0                         | 0    | 1                                | 0    | 0                         | 1    | 2          |
| 08:00 AM      | 0                                | 0    | 0                         | 0    | 0                                | 1    | 0                         | 1    | 2          |
| 08:15 AM      | 0                                | 0    | 0                         | 0    | 1                                | 0    | 0                         | 0    | 1          |
| *** BREAK *** |                                  |      |                           |      |                                  |      |                           |      |            |
| Total         | 0                                | 0    | 0                         | 0    | 1                                | 1    | 0                         | 1    | 3          |
| *** BREAK *** |                                  |      |                           |      |                                  |      |                           |      |            |
| 04:00 PM      | 0                                | 0    | 0                         | 0    | 0                                | 2    | 0                         | 0    | 2          |
| 04:15 PM      | 0                                | 0    | 0                         | 0    | 1                                | 0    | 1                         | 3    | 5          |
| 04:30 PM      | 2                                | 0    | 0                         | 0    | 1                                | 0    | 1                         | 0    | 4          |
| 04:45 PM      | 0                                | 0    | 0                         | 0    | 0                                | 2    | 0                         | 2    | 4          |
| Total         | 2                                | 0    | 0                         | 0    | 2                                | 4    | 2                         | 5    | 15         |
| 05:00 PM      | 0                                | 0    | 0                         | 0    | 0                                | 1    | 0                         | 1    | 2          |
| 05:15 PM      | 1                                | 0    | 0                         | 0    | 0                                | 1    | 0                         | 1    | 3          |
| 05:30 PM      | 0                                | 0    | 0                         | 0    | 1                                | 0    | 1                         | 0    | 2          |
| 05:45 PM      | 0                                | 0    | 0                         | 0    | 0                                | 1    | 0                         | 1    | 2          |
| Total         | 1                                | 0    | 0                         | 0    | 1                                | 3    | 1                         | 3    | 9          |
| Grand Total   | 3                                | 0    | 0                         | 0    | 5                                | 8    | 3                         | 10   | 29         |
| Apprch %      | 100                              | 0    | 0                         | 0    | 38.5                             | 61.5 | 23.1                      | 76.9 |            |
| Total %       | 10.3                             | 0    | 0                         | 0    | 17.2                             | 27.6 | 10.3                      | 34.5 |            |



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File Name : US-50 E. Carson Complete Streets Study - US-50 and Red Rock Road - Peds and Bikes  
Site Code : 00000000  
Start Date : 11/1/2023  
Page No : 1

### Groups Printed- Peds and Bikes

|               | Red Rock<br>Xing on Northside |      | US-50<br>Xing on Eastside |      | US-50<br>Xing on Westside |      |            |
|---------------|-------------------------------|------|---------------------------|------|---------------------------|------|------------|
| Start Time    | Bikes                         | Peds | Bikes                     | Peds | Bikes                     | Peds | Int. Total |
| *** BREAK *** |                               |      |                           |      |                           |      |            |
| 08:45 AM      | 0                             | 0    | 0                         | 0    | 1                         | 0    | 1          |
| Total         | 0                             | 0    | 0                         | 0    | 1                         | 0    | 1          |
| *** BREAK *** |                               |      |                           |      |                           |      |            |
| 04:30 PM      | 0                             | 0    | 0                         | 0    | 1                         | 0    | 1          |
| *** BREAK *** |                               |      |                           |      |                           |      |            |
| Total         | 0                             | 0    | 0                         | 0    | 1                         | 0    | 1          |
| 05:00 PM      | 0                             | 0    | 1                         | 0    | 0                         | 0    | 1          |
| *** BREAK *** |                               |      |                           |      |                           |      |            |
| 05:45 PM      | 0                             | 0    | 1                         | 0    | 0                         | 0    | 1          |
| Total         | 0                             | 0    | 2                         | 0    | 0                         | 0    | 2          |
| Grand Total   | 0                             | 0    | 2                         | 0    | 2                         | 0    | 4          |
| Apprch %      | 0                             | 0    | 100                       | 0    | 100                       | 0    |            |
| Total %       | 0                             | 0    | 50                        | 0    | 50                        | 0    |            |



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File Name : US-50 E. Carson Complete Streets Study - US-50 and Sherman Lane - Peds and Bikes  
Site Code : 00000000  
Start Date : 10/31/2023  
Page No : 1

Groups Printed- Peds and Bikes

| Start Time    | Sherman<br>Xing on Northside |      | US-50<br>Xing on Eastside |      | US-50<br>Xing on Westside |      | Int. Total |
|---------------|------------------------------|------|---------------------------|------|---------------------------|------|------------|
|               | Bikes                        | Peds | Bikes                     | Peds | Bikes                     | Peds |            |
| *** BREAK *** |                              |      |                           |      |                           |      |            |
| 08:30 AM      | 1                            | 0    | 0                         | 0    | 0                         | 0    | 1          |
| *** BREAK *** |                              |      |                           |      |                           |      |            |
| Total         | 1                            | 0    | 0                         | 0    | 0                         | 0    | 1          |
| 09:00 AM      | 0                            | 1    | 0                         | 0    | 0                         | 0    | 1          |
| *** BREAK *** |                              |      |                           |      |                           |      |            |
| Total         | 0                            | 1    | 0                         | 0    | 0                         | 0    | 1          |
| 10:15 AM      | 1                            | 0    | 0                         | 0    | 0                         | 0    | 1          |
| *** BREAK *** |                              |      |                           |      |                           |      |            |
| Total         | 1                            | 0    | 0                         | 0    | 0                         | 0    | 1          |
| 11:00 AM      | 1                            | 1    | 1                         | 0    | 0                         | 0    | 3          |
| *** BREAK *** |                              |      |                           |      |                           |      |            |
| Total         | 1                            | 1    | 1                         | 0    | 0                         | 0    | 3          |
| 12:45 PM      | 2                            | 0    | 2                         | 0    | 0                         | 0    | 4          |
| Total         | 2                            | 0    | 2                         | 0    | 0                         | 0    | 4          |
| 01:30 PM      | 0                            | 1    | 0                         | 0    | 0                         | 0    | 1          |
| *** BREAK *** |                              |      |                           |      |                           |      |            |
| Total         | 0                            | 1    | 0                         | 0    | 0                         | 0    | 1          |
| 02:45 PM      | 0                            | 1    | 0                         | 0    | 0                         | 0    | 1          |
| Total         | 0                            | 1    | 0                         | 0    | 0                         | 0    | 1          |
| 03:00 PM      | 0                            | 1    | 0                         | 0    | 0                         | 0    | 1          |
| *** BREAK *** |                              |      |                           |      |                           |      |            |
| 03:45 PM      | 2                            | 0    | 1                         | 0    | 0                         | 0    | 3          |
| Total         | 2                            | 1    | 1                         | 0    | 0                         | 0    | 4          |
| 04:30 PM      | 0                            | 1    | 0                         | 0    | 0                         | 0    | 1          |
| 04:45 PM      | 0                            | 1    | 0                         | 0    | 0                         | 0    | 1          |
| Total         | 0                            | 2    | 0                         | 0    | 0                         | 0    | 2          |
| 05:00 PM      | 1                            | 1    | 1                         | 0    | 0                         | 0    | 3          |
| *** BREAK *** |                              |      |                           |      |                           |      |            |
| 05:30 PM      | 0                            | 1    | 0                         | 0    | 0                         | 0    | 1          |
| 05:45 PM      | 1                            | 0    | 0                         | 0    | 0                         | 0    | 1          |
| Total         | 2                            | 2    | 1                         | 0    | 0                         | 0    | 5          |



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File Name : US-50 E. Carson Complete Streets Study - US-50 and Sherman Lane - Peds and Bikes  
Site Code : 00000000  
Start Date : 10/31/2023  
Page No : 2

Groups Printed- Peds and Bikes

|             | Sherman<br>Xing on Northside |      | US-50<br>Xing on Eastside |      | US-50<br>Xing on Westside |      | Int. Total |
|-------------|------------------------------|------|---------------------------|------|---------------------------|------|------------|
|             | Bikes                        | Peds | Bikes                     | Peds | Bikes                     | Peds |            |
| Grand Total | 9                            | 9    | 5                         | 0    | 0                         | 0    | 23         |
| Apprch %    | 50                           | 50   | 100                       | 0    | 0                         | 0    |            |
| Total %     | 39.1                         | 39.1 | 21.7                      | 0    | 0                         | 0    |            |



## Silver State Traffic Data Collection, LLC

1819 Quarley Place  
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File Name : US-50 E. Carson Complete Streets Study - US-50 and Silver State Street - Peds and Bikes  
Site Code : 00000000  
Start Date : 10/31/2023  
Page No : 1

Groups Printed- Peds and Bikes

| Start Time    | Silver State<br>Xing on Northside |      | US-50<br>Xing on Eastside |      | US-50<br>Xing on Westside |      | Int. Total |
|---------------|-----------------------------------|------|---------------------------|------|---------------------------|------|------------|
|               | Bikes                             | Peds | Bikes                     | Peds | Bikes                     | Peds |            |
| *** BREAK *** |                                   |      |                           |      |                           |      |            |
| 06:30 AM      | 0                                 | 2    | 0                         | 0    | 0                         | 0    | 2          |
| 06:45 AM      | 0                                 | 0    | 0                         | 0    | 0                         | 2    | 2          |
| Total         | 0                                 | 2    | 0                         | 0    | 0                         | 2    | 4          |
| 07:00 AM      | 0                                 | 2    | 0                         | 0    | 0                         | 2    | 4          |
| 07:15 AM      | 0                                 | 1    | 0                         | 0    | 0                         | 0    | 1          |
| *** BREAK *** |                                   |      |                           |      |                           |      |            |
| 07:45 AM      | 0                                 | 2    | 0                         | 0    | 0                         | 2    | 4          |
| Total         | 0                                 | 5    | 0                         | 0    | 0                         | 4    | 9          |
| 08:00 AM      | 0                                 | 1    | 0                         | 0    | 2                         | 0    | 3          |
| 08:15 AM      | 0                                 | 1    | 0                         | 0    | 0                         | 1    | 2          |
| 08:30 AM      | 1                                 | 0    | 0                         | 0    | 1                         | 0    | 2          |
| 08:45 AM      | 0                                 | 1    | 1                         | 0    | 1                         | 0    | 3          |
| Total         | 1                                 | 3    | 1                         | 0    | 4                         | 1    | 10         |
| 09:00 AM      | 0                                 | 1    | 0                         | 0    | 0                         | 0    | 1          |
| *** BREAK *** |                                   |      |                           |      |                           |      |            |
| 09:45 AM      | 0                                 | 1    | 0                         | 0    | 0                         | 0    | 1          |
| Total         | 0                                 | 2    | 0                         | 0    | 0                         | 0    | 2          |
| 10:00 AM      | 1                                 | 0    | 1                         | 0    | 0                         | 0    | 2          |
| 10:15 AM      | 0                                 | 1    | 0                         | 0    | 0                         | 0    | 1          |
| 10:30 AM      | 0                                 | 1    | 0                         | 0    | 0                         | 1    | 2          |
| 10:45 AM      | 0                                 | 2    | 1                         | 0    | 1                         | 0    | 4          |
| Total         | 1                                 | 4    | 2                         | 0    | 1                         | 1    | 9          |
| 11:00 AM      | 0                                 | 1    | 1                         | 1    | 0                         | 1    | 4          |
| 11:15 AM      | 0                                 | 1    | 0                         | 0    | 0                         | 1    | 2          |
| 11:30 AM      | 0                                 | 0    | 0                         | 0    | 0                         | 2    | 2          |
| 11:45 AM      | 0                                 | 2    | 0                         | 0    | 0                         | 2    | 4          |
| Total         | 0                                 | 4    | 1                         | 1    | 0                         | 6    | 12         |
| *** BREAK *** |                                   |      |                           |      |                           |      |            |
| 12:30 PM      | 0                                 | 1    | 0                         | 0    | 0                         | 2    | 3          |
| 12:45 PM      | 1                                 | 0    | 0                         | 0    | 0                         | 0    | 1          |
| Total         | 1                                 | 1    | 0                         | 0    | 0                         | 2    | 4          |
| *** BREAK *** |                                   |      |                           |      |                           |      |            |
| 01:15 PM      | 0                                 | 0    | 0                         | 0    | 1                         | 0    | 1          |
| *** BREAK *** |                                   |      |                           |      |                           |      |            |
| 01:45 PM      | 1                                 | 0    | 0                         | 0    | 0                         | 0    | 1          |
| Total         | 1                                 | 0    | 0                         | 0    | 1                         | 0    | 2          |



## Silver State Traffic Data Collection, LLC

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File Name : US-50 E. Carson Complete Streets Study - US-50 and Silver State Street - Peds and Bikes

Site Code : 00000000

Start Date : 10/31/2023

Page No : 2

Groups Printed- Peds and Bikes

| Start Time    | Silver State<br>Xing on Northside |      | US-50<br>Xing on Eastside |      | US-50<br>Xing on Westside |      | Int. Total |
|---------------|-----------------------------------|------|---------------------------|------|---------------------------|------|------------|
|               | Bikes                             | Peds | Bikes                     | Peds | Bikes                     | Peds |            |
| 02:00 PM      | 0                                 | 1    | 0                         | 0    | 0                         | 0    | 1          |
| *** BREAK *** |                                   |      |                           |      |                           |      |            |
| 02:30 PM      | 0                                 | 0    | 0                         | 0    | 0                         | 1    | 1          |
| 02:45 PM      | 0                                 | 0    | 0                         | 0    | 1                         | 0    | 1          |
| Total         | 0                                 | 1    | 0                         | 0    | 1                         | 1    | 3          |
| 03:00 PM      | 0                                 | 3    | 0                         | 0    | 0                         | 0    | 3          |
| 03:15 PM      | 0                                 | 3    | 0                         | 0    | 0                         | 2    | 5          |
| *** BREAK *** |                                   |      |                           |      |                           |      |            |
| 03:45 PM      | 0                                 | 1    | 0                         | 0    | 0                         | 0    | 1          |
| Total         | 0                                 | 7    | 0                         | 0    | 0                         | 2    | 9          |
| 04:00 PM      | 1                                 | 0    | 0                         | 0    | 0                         | 0    | 1          |
| 04:15 PM      | 0                                 | 1    | 0                         | 0    | 1                         | 3    | 5          |
| *** BREAK *** |                                   |      |                           |      |                           |      |            |
| 04:45 PM      | 0                                 | 1    | 0                         | 0    | 0                         | 1    | 2          |
| Total         | 1                                 | 2    | 0                         | 0    | 1                         | 4    | 8          |
| *** BREAK *** |                                   |      |                           |      |                           |      |            |
| 05:15 PM      | 0                                 | 1    | 0                         | 0    | 0                         | 1    | 2          |
| 05:30 PM      | 0                                 | 2    | 0                         | 0    | 1                         | 2    | 5          |
| *** BREAK *** |                                   |      |                           |      |                           |      |            |
| Total         | 0                                 | 3    | 0                         | 0    | 1                         | 3    | 7          |
| Grand Total   | 5                                 | 34   | 4                         | 1    | 9                         | 26   | 79         |
| Apprch %      | 12.8                              | 87.2 | 80                        | 20   | 25.7                      | 74.3 |            |
| Total %       | 6.3                               | 43   | 5.1                       | 1.3  | 11.4                      | 32.9 |            |



## Silver State Traffic Data Collection, LLC

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File Name : US-50 E. Carson Complete Streets Study - US-50 and Airport Road - Peds and Bikes  
Site Code : 00000000  
Start Date : 10/31/2023  
Page No : 1

Groups Printed- Peds and Bikes

|               | Airport<br>Xing on Northside |      | US-50<br>Xing on Eastside |      | Airport<br>Xing on Southside |      | US-50<br>Xing on Westside |      |            |
|---------------|------------------------------|------|---------------------------|------|------------------------------|------|---------------------------|------|------------|
| Start Time    | Bikes                        | Peds | Bikes                     | Peds | Bikes                        | Peds | Bikes                     | Peds | Int. Total |
| 07:00 AM      | 0                            | 1    | 0                         | 0    | 2                            | 0    | 0                         | 0    | 3          |
| 07:15 AM      | 0                            | 0    | 1                         | 0    | 1                            | 0    | 0                         | 0    | 2          |
| 07:30 AM      | 0                            | 0    | 0                         | 0    | 0                            | 1    | 0                         | 0    | 1          |
| *** BREAK *** |                              |      |                           |      |                              |      |                           |      |            |
| Total         | 0                            | 1    | 1                         | 0    | 3                            | 1    | 0                         | 0    | 6          |
| 08:00 AM      | 0                            | 0    | 1                         | 0    | 2                            | 0    | 1                         | 0    | 4          |
| *** BREAK *** |                              |      |                           |      |                              |      |                           |      |            |
| 08:30 AM      | 0                            | 0    | 1                         | 0    | 1                            | 0    | 0                         | 0    | 2          |
| 08:45 AM      | 0                            | 0    | 0                         | 0    | 0                            | 1    | 0                         | 0    | 1          |
| Total         | 0                            | 0    | 2                         | 0    | 3                            | 1    | 1                         | 0    | 7          |
| *** BREAK *** |                              |      |                           |      |                              |      |                           |      |            |
| 04:00 PM      | 0                            | 0    | 4                         | 1    | 0                            | 0    | 0                         | 0    | 5          |
| 04:15 PM      | 0                            | 1    | 0                         | 2    | 0                            | 2    | 0                         | 0    | 5          |
| 04:30 PM      | 0                            | 1    | 0                         | 1    | 0                            | 0    | 1                         | 0    | 3          |
| 04:45 PM      | 0                            | 1    | 0                         | 0    | 0                            | 1    | 1                         | 0    | 3          |
| Total         | 0                            | 3    | 4                         | 4    | 0                            | 3    | 2                         | 0    | 16         |
| 05:00 PM      | 0                            | 1    | 0                         | 0    | 0                            | 1    | 1                         | 0    | 3          |
| 05:15 PM      | 1                            | 1    | 1                         | 4    | 0                            | 0    | 0                         | 0    | 7          |
| 05:30 PM      | 0                            | 0    | 0                         | 0    | 0                            | 0    | 1                         | 0    | 1          |
| 05:45 PM      | 0                            | 1    | 0                         | 0    | 0                            | 0    | 0                         | 0    | 1          |
| Total         | 1                            | 3    | 1                         | 4    | 0                            | 1    | 2                         | 0    | 12         |
| Grand Total   | 1                            | 7    | 8                         | 8    | 6                            | 6    | 5                         | 0    | 41         |
| Apprch %      | 12.5                         | 87.5 | 50                        | 50   | 50                           | 50   | 100                       | 0    |            |
| Total %       | 2.4                          | 17.1 | 19.5                      | 19.5 | 14.6                         | 14.6 | 12.2                      | 0    |            |



## Silver State Traffic Data Collection, LLC

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File Name : US-50 E. Carson Complete Streets Study - US-50 and Arrowhead - Peds and Bikes  
Site Code : 00000000  
Start Date : 10/31/2023  
Page No : 1

Groups Printed- Peds and Bikes

|               | Arrowhead<br>Xing on Northside |      | US-50<br>Xing on Eastside |      | Deer Run<br>Xing on Southside |      | US-50<br>Xing on Westside |      |            |
|---------------|--------------------------------|------|---------------------------|------|-------------------------------|------|---------------------------|------|------------|
| Start Time    | Bikes                          | Peds | Bikes                     | Peds | Bikes                         | Peds | Bikes                     | Peds | Int. Total |
| *** BREAK *** |                                |      |                           |      |                               |      |                           |      |            |
| 05:00 PM      | 1                              | 0    | 1                         | 0    | 0                             | 0    | 0                         | 0    | 2          |
| *** BREAK *** |                                |      |                           |      |                               |      |                           |      |            |
| 05:45 PM      | 0                              | 0    | 0                         | 0    | 0                             | 0    | 1                         | 0    | 1          |
| Total         | 1                              | 0    | 1                         | 0    | 0                             | 0    | 1                         | 0    | 3          |
| Grand Total   | 1                              | 0    | 1                         | 0    | 0                             | 0    | 1                         | 0    | 3          |
| Apprch %      | 100                            | 0    | 100                       | 0    | 0                             | 0    | 100                       | 0    |            |
| Total %       | 33.3                           | 0    | 33.3                      | 0    | 0                             | 0    | 33.3                      | 0    |            |



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File Name : US-50 E. Carson Complete Streets Study - US-50 and Brown Street - Peds and Bikes  
Site Code : 00000000  
Start Date : 10/31/2023  
Page No : 1

### Groups Printed- Peds and Bikes

| Start Time    | US-50<br>Xing on Eastside |      | Brown<br>Xing on Southside |      | US-50<br>Xing on Westside |      | Int. Total |
|---------------|---------------------------|------|----------------------------|------|---------------------------|------|------------|
|               | Bikes                     | Peds | Bikes                      | Peds | Bikes                     | Peds |            |
| *** BREAK *** |                           |      |                            |      |                           |      |            |
| 09:15 AM      | 0                         | 0    | 0                          | 0    | 1                         | 0    | 1          |
| 09:30 AM      | 1                         | 0    | 1                          | 0    | 0                         | 0    | 2          |
| *** BREAK *** |                           |      |                            |      |                           |      |            |
| Total         | 1                         | 0    | 1                          | 0    | 1                         | 0    | 3          |
| 10:00 AM      | 1                         | 0    | 0                          | 0    | 0                         | 0    | 1          |
| 10:30 AM      | 0                         | 1    | 0                          | 2    | 0                         | 0    | 3          |
| *** BREAK *** |                           |      |                            |      |                           |      |            |
| Total         | 1                         | 1    | 0                          | 2    | 0                         | 0    | 4          |
| 11:00 AM      | 1                         | 0    | 0                          | 0    | 0                         | 0    | 1          |
| *** BREAK *** |                           |      |                            |      |                           |      |            |
| Total         | 1                         | 0    | 0                          | 0    | 0                         | 0    | 1          |
| 12:00 PM      | 0                         | 0    | 0                          | 1    | 0                         | 0    | 1          |
| 12:15 PM      | 0                         | 0    | 1                          | 0    | 0                         | 0    | 1          |
| *** BREAK *** |                           |      |                            |      |                           |      |            |
| 12:45 PM      | 0                         | 1    | 0                          | 0    | 0                         | 0    | 1          |
| Total         | 0                         | 1    | 1                          | 1    | 0                         | 0    | 3          |
| *** BREAK *** |                           |      |                            |      |                           |      |            |
| 01:45 PM      | 0                         | 0    | 1                          | 0    | 0                         | 0    | 1          |
| Total         | 0                         | 0    | 1                          | 0    | 0                         | 0    | 1          |
| 02:00 PM      | 0                         | 0    | 0                          | 1    | 0                         | 0    | 1          |
| *** BREAK *** |                           |      |                            |      |                           |      |            |
| 02:30 PM      | 0                         | 0    | 1                          | 0    | 1                         | 0    | 2          |
| 02:45 PM      | 0                         | 0    | 1                          | 0    | 1                         | 0    | 2          |
| Total         | 0                         | 0    | 2                          | 1    | 2                         | 0    | 5          |
| *** BREAK *** |                           |      |                            |      |                           |      |            |
| 03:15 PM      | 0                         | 0    | 0                          | 1    | 0                         | 0    | 1          |
| 03:30 PM      | 0                         | 0    | 2                          | 1    | 0                         | 0    | 3          |
| 03:45 PM      | 0                         | 0    | 2                          | 0    | 0                         | 0    | 2          |
| Total         | 0                         | 0    | 4                          | 2    | 0                         | 0    | 6          |
| *** BREAK *** |                           |      |                            |      |                           |      |            |
| 04:30 PM      | 0                         | 0    | 0                          | 3    | 0                         | 0    | 3          |
| 04:45 PM      | 0                         | 0    | 1                          | 0    | 0                         | 0    | 1          |
| Total         | 0                         | 0    | 1                          | 3    | 0                         | 0    | 4          |

\*\*\* BREAK \*\*\*



## Silver State Traffic Data Collection, LLC

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File Name : US-50 E. Carson Complete Streets Study - US-50 and Brown Street - Peds and Bikes  
Site Code : 00000000  
Start Date : 10/31/2023  
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Groups Printed- Peds and Bikes

|             | US-50<br>Xing on Eastside |      | Brown<br>Xing on Southside |      | US-50<br>Xing on Westside |      |            |
|-------------|---------------------------|------|----------------------------|------|---------------------------|------|------------|
| Start Time  | Bikes                     | Peds | Bikes                      | Peds | Bikes                     | Peds | Int. Total |
| 05:45 PM    | 0                         | 0    | 1                          | 0    | 1                         | 0    | 2          |
| Total       | 0                         | 0    | 1                          | 0    | 1                         | 0    | 2          |
| Grand Total | 3                         | 2    | 11                         | 9    | 4                         | 0    | 29         |
| Apprch %    | 60                        | 40   | 55                         | 45   | 100                       | 0    |            |
| Total %     | 10.3                      | 6.9  | 37.9                       | 31   | 13.8                      | 0    |            |



## Silver State Traffic Data Collection, LLC

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US 50 East Carson Complete Streets Study - US-50 and College Parkway-Fairview Drive - Peds and Bikes

06000000

10/30/2023

Page No

Groups Printed- Peds and Bikes

| Start Time    | College<br>Xing on Northside |      | US-50<br>Xing on Eastside |      | Fairview<br>Xing on Southside |      | US-50<br>Xing on Westside |      | Int. Total |
|---------------|------------------------------|------|---------------------------|------|-------------------------------|------|---------------------------|------|------------|
|               | Bikes                        | Peds | Bikes                     | Peds | Bikes                         | Peds | Bikes                     | Peds |            |
| 07:00 AM      | 0                            | 0    | 0                         | 0    | 0                             | 1    | 0                         | 0    | 1          |
| 07:15 AM      | 0                            | 1    | 0                         | 1    | 0                             | 0    | 0                         | 1    | 3          |
| *** BREAK *** |                              |      |                           |      |                               |      |                           |      |            |
| 07:45 AM      | 0                            | 0    | 0                         | 0    | 0                             | 0    | 0                         | 3    | 3          |
| Total         | 0                            | 1    | 0                         | 1    | 0                             | 1    | 0                         | 4    | 7          |
| *** BREAK *** |                              |      |                           |      |                               |      |                           |      |            |
| 08:15 AM      | 0                            | 0    | 0                         | 0    | 0                             | 1    | 0                         | 1    | 2          |
| 08:30 AM      | 1                            | 0    | 0                         | 0    | 0                             | 0    | 1                         | 1    | 3          |
| 08:45 AM      | 0                            | 2    | 0                         | 1    | 0                             | 1    | 0                         | 3    | 7          |
| Total         | 1                            | 2    | 0                         | 1    | 0                             | 2    | 1                         | 5    | 12         |
| *** BREAK *** |                              |      |                           |      |                               |      |                           |      |            |
| 04:00 PM      | 1                            | 0    | 1                         | 0    | 0                             | 1    | 0                         | 0    | 3          |
| 04:15 PM      | 0                            | 2    | 0                         | 2    | 0                             | 0    | 0                         | 2    | 6          |
| 04:30 PM      | 0                            | 0    | 0                         | 0    | 0                             | 0    | 0                         | 4    | 4          |
| 04:45 PM      | 0                            | 0    | 0                         | 0    | 0                             | 0    | 0                         | 2    | 2          |
| Total         | 1                            | 2    | 1                         | 2    | 0                             | 1    | 0                         | 8    | 15         |
| 05:00 PM      | 0                            | 1    | 0                         | 1    | 0                             | 0    | 0                         | 0    | 2          |
| 05:15 PM      | 1                            | 0    | 1                         | 0    | 0                             | 0    | 0                         | 0    | 2          |
| 05:30 PM      | 0                            | 1    | 0                         | 0    | 0                             | 1    | 0                         | 0    | 2          |
| 05:45 PM      | 0                            | 0    | 0                         | 0    | 0                             | 0    | 0                         | 1    | 1          |
| Total         | 1                            | 2    | 1                         | 1    | 0                             | 1    | 0                         | 1    | 7          |
| Grand Total   | 3                            | 7    | 2                         | 5    | 0                             | 5    | 1                         | 18   | 41         |
| Apprch %      | 30                           | 70   | 28.6                      | 71.4 | 0                             | 100  | 5.3                       | 94.7 |            |
| Total %       | 7.3                          | 17.1 | 4.9                       | 12.2 | 0                             | 12.2 | 2.4                       | 43.9 |            |



## Silver State Traffic Data Collection, LLC

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File Name : US-50 E. Carson Complete Streets Study - US-50 and Empire Ranch Road - Peds and Bikes  
Site Code : 00000000  
Start Date : 10/31/2023  
Page No : 1

### Groups Printed- Peds and Bikes

|               | Empire Ranch<br>Xing on Northside |      | US-50<br>Xing on Eastside |      | Empire Ranch<br>Xing on Southside |      | US-50<br>Xing on Westside |      |            |
|---------------|-----------------------------------|------|---------------------------|------|-----------------------------------|------|---------------------------|------|------------|
| Start Time    | Bikes                             | Peds | Bikes                     | Peds | Bikes                             | Peds | Bikes                     | Peds | Int. Total |
| *** BREAK *** |                                   |      |                           |      |                                   |      |                           |      |            |
| 08:00 AM      | 0                                 | 0    | 0                         | 0    | 0                                 | 1    | 0                         | 0    | 1          |
| *** BREAK *** |                                   |      |                           |      |                                   |      |                           |      |            |
| 08:30 AM      | 0                                 | 1    | 0                         | 0    | 0                                 | 0    | 0                         | 0    | 1          |
| 08:45 AM      | 1                                 | 1    | 0                         | 0    | 0                                 | 0    | 1                         | 0    | 3          |
| Total         | 1                                 | 2    | 0                         | 0    | 0                                 | 1    | 1                         | 0    | 5          |
| *** BREAK *** |                                   |      |                           |      |                                   |      |                           |      |            |
| 04:30 PM      | 0                                 | 1    | 0                         | 0    | 0                                 | 0    | 0                         | 0    | 1          |
| 04:45 PM      | 0                                 | 2    | 0                         | 0    | 0                                 | 0    | 0                         | 0    | 2          |
| Total         | 0                                 | 3    | 0                         | 0    | 0                                 | 0    | 0                         | 0    | 3          |
| 05:00 PM      | 1                                 | 1    | 1                         | 0    | 0                                 | 0    | 0                         | 0    | 3          |
| 05:15 PM      | 0                                 | 1    | 0                         | 0    | 0                                 | 0    | 0                         | 0    | 1          |
| *** BREAK *** |                                   |      |                           |      |                                   |      |                           |      |            |
| 05:45 PM      | 0                                 | 0    | 1                         | 0    | 2                                 | 0    | 2                         | 0    | 5          |
| Total         | 1                                 | 2    | 2                         | 0    | 2                                 | 0    | 2                         | 0    | 9          |
| Grand Total   | 2                                 | 7    | 2                         | 0    | 2                                 | 1    | 3                         | 0    | 17         |
| Apprch %      | 22.2                              | 77.8 | 100                       | 0    | 66.7                              | 33.3 | 100                       | 0    |            |
| Total %       | 11.8                              | 41.2 | 11.8                      | 0    | 11.8                              | 5.9  | 17.6                      | 0    |            |



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File Name : US-50 E. Carson Complete Streets Study - US-50 and Flint Road - Peds and Bikes  
Site Code : 00000000  
Start Date : 11/1/2023  
Page No : 1

Groups Printed- Peds and Bikes

| Start Time    | US-50<br>Xing on Eastside |      | Flint<br>Xing on Southside |      | US-50<br>Xing on Westside |      | Int. Total |
|---------------|---------------------------|------|----------------------------|------|---------------------------|------|------------|
|               | Bikes                     | Peds | Bikes                      | Peds | Bikes                     | Peds |            |
| *** BREAK *** |                           |      |                            |      |                           |      |            |
| 04:15 PM      | 0                         | 0    | 0                          | 1    | 0                         | 0    | 1          |
| *** BREAK *** |                           |      |                            |      |                           |      |            |
| Total         | 0                         | 0    | 0                          | 1    | 0                         | 0    | 1          |
| 05:00 PM      | 1                         | 0    | 0                          | 0    | 0                         | 0    | 1          |
| *** BREAK *** |                           |      |                            |      |                           |      |            |
| Total         | 1                         | 0    | 0                          | 0    | 0                         | 0    | 1          |
| Grand Total   | 1                         | 0    | 0                          | 1    | 0                         | 0    | 2          |
| Apprch %      | 100                       | 0    | 0                          | 100  | 0                         | 0    |            |
| Total %       | 50                        | 0    | 0                          | 50   | 0                         | 0    |            |



## Silver State Traffic Data Collection, LLC

1819 Quarley Place  
Henderson, Nevada 89014  
(702) 898-1968 - Office  
(702) 217-1968 - Cell  
sstraffic@msn.com

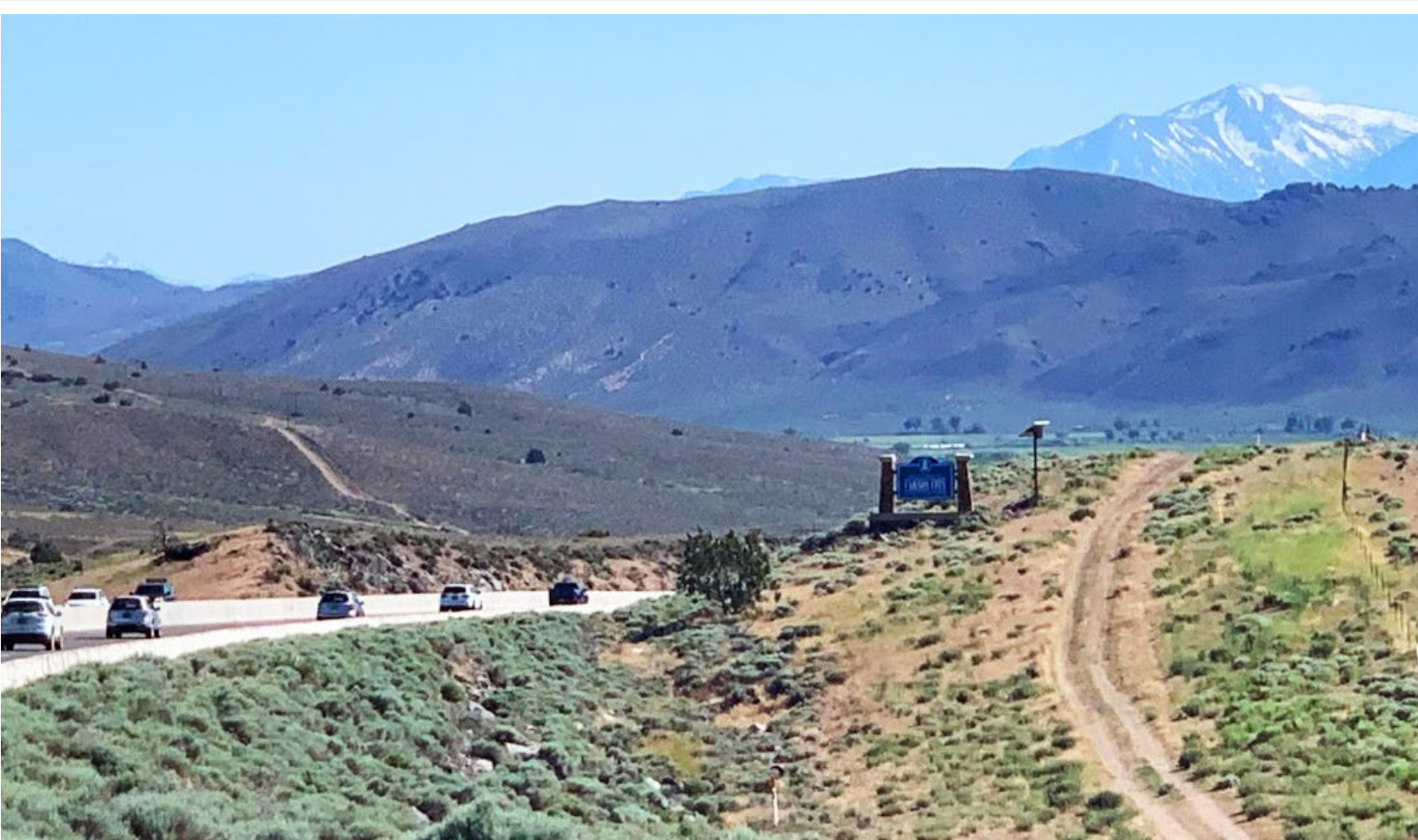
File Name : US-50 E. Carson Complete Streets Study - US-50 and Highlands Drive - Peds and Bikes  
Site Code : 00000000  
Start Date : 11/1/2023  
Page No : 1

### Groups Printed- Peds and Bikes

|               | US-50<br>Xing on Eastside |      | Highlands<br>Xing on Southside |      | US-50<br>Xing on Westside |      |            |
|---------------|---------------------------|------|--------------------------------|------|---------------------------|------|------------|
| Start Time    | Bikes                     | Peds | Bikes                          | Peds | Bikes                     | Peds | Int. Total |
| *** BREAK *** |                           |      |                                |      |                           |      |            |
| 08:45 AM      | 0                         | 0    | 0                              | 0    | 1                         | 0    | 1          |
| Total         | 0                         | 0    | 0                              | 0    | 1                         | 0    | 1          |
| *** BREAK *** |                           |      |                                |      |                           |      |            |
| 04:30 PM      | 0                         | 0    | 0                              | 0    | 1                         | 0    | 1          |
| *** BREAK *** |                           |      |                                |      |                           |      |            |
| Total         | 0                         | 0    | 0                              | 0    | 1                         | 0    | 1          |
| *** BREAK *** |                           |      |                                |      |                           |      |            |
| Grand Total   | 0                         | 0    | 0                              | 0    | 2                         | 0    | 2          |
| Apprch %      | 0                         | 0    | 0                              | 0    | 100                       | 0    |            |
| Total %       | 0                         | 0    | 0                              | 0    | 100                       | 0    |            |

# **APPENDIX B**

## Survey & Responses

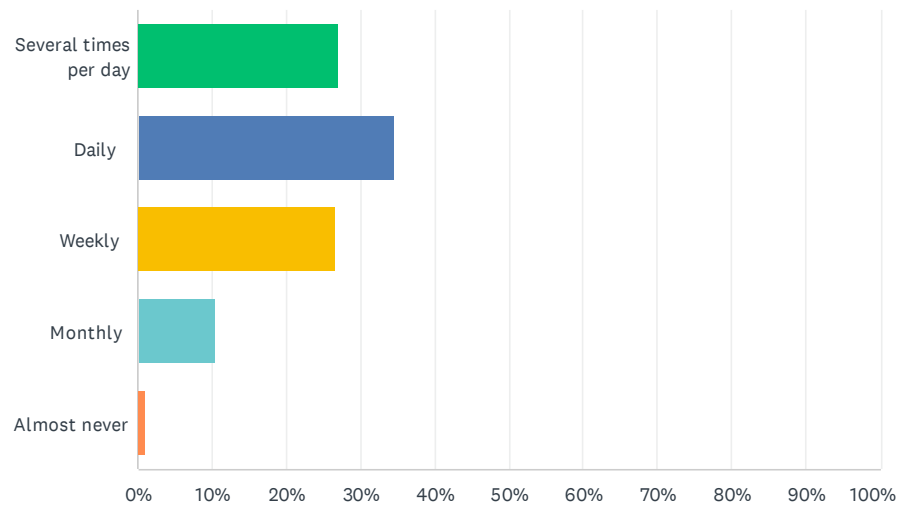




US 50 Complete Streets Study

Q1 How often do you travel along the study area section of US 50?  
\*Choose one

Answered: 939    Skipped: 1



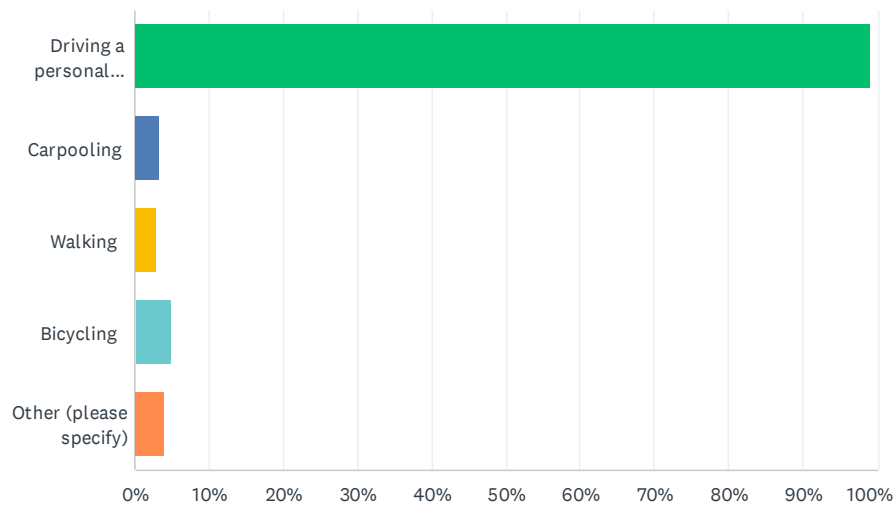
| ANSWER CHOICES        | RESPONSES |     |
|-----------------------|-----------|-----|
| Several times per day | 27.16%    | 255 |
| Daily                 | 34.50%    | 324 |
| Weekly                | 26.62%    | 250 |
| Monthly               | 10.54%    | 99  |
| Almost never          | 1.17%     | 11  |
| TOTAL                 |           | 939 |



US 50 Complete Streets Study

Q2 When you travel along US 50, which mode(s) of transportation do you typically use? \*Check all that apply

Answered: 923 Skipped: 17



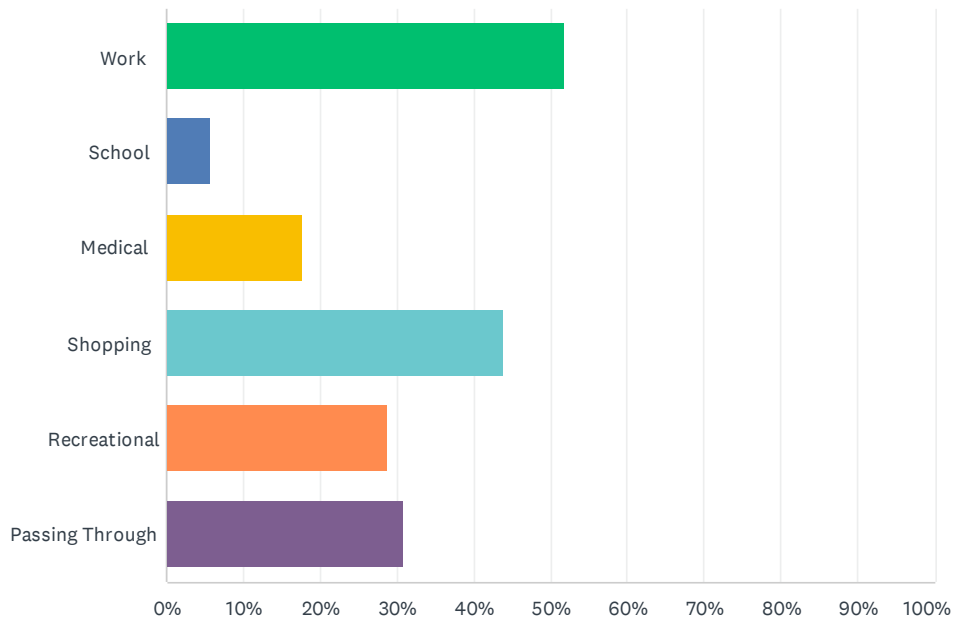
| ANSWER CHOICES             | RESPONSES |     |
|----------------------------|-----------|-----|
| Driving a personal vehicle | 99.13%    | 915 |
| Carpooling                 | 3.47%     | 32  |
| Walking                    | 3.03%     | 28  |
| Bicycling                  | 4.98%     | 46  |
| Other (please specify)     | 4.12%     | 38  |
| Total Respondents: 923     |           |     |



US 50 Complete Streets Study

Q3 For which of the following trip purposes do you most often travel along the study area section of US 50?

Answered: 938 Skipped: 2



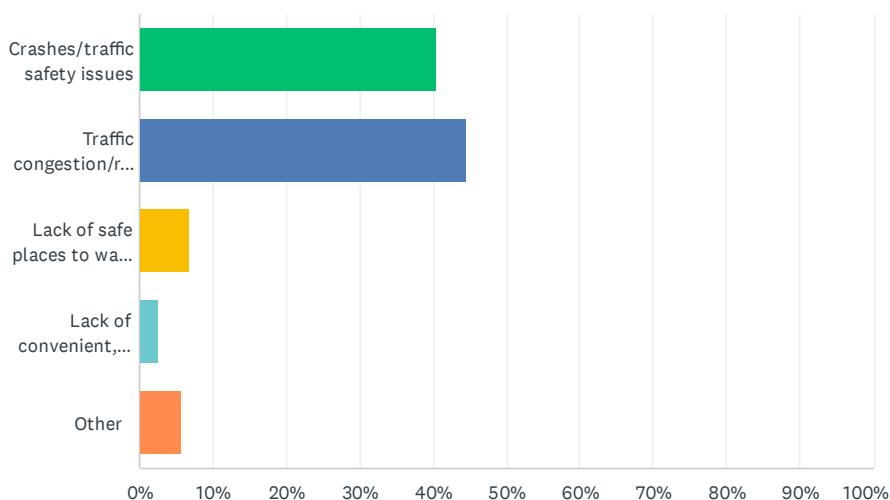
| ANSWER CHOICES         | RESPONSES |     |
|------------------------|-----------|-----|
| Work                   | 51.81%    | 486 |
| School                 | 5.86%     | 55  |
| Medical                | 17.80%    | 167 |
| Shopping               | 44.03%    | 413 |
| Recreational           | 28.89%    | 271 |
| Passing Through        | 31.02%    | 291 |
| Total Respondents: 938 |           |     |



## US 50 Complete Streets Study

Q4 What do you think is currently the biggest problem on or along this section of US 50? \*Choose one

Answered: 932 Skipped: 8



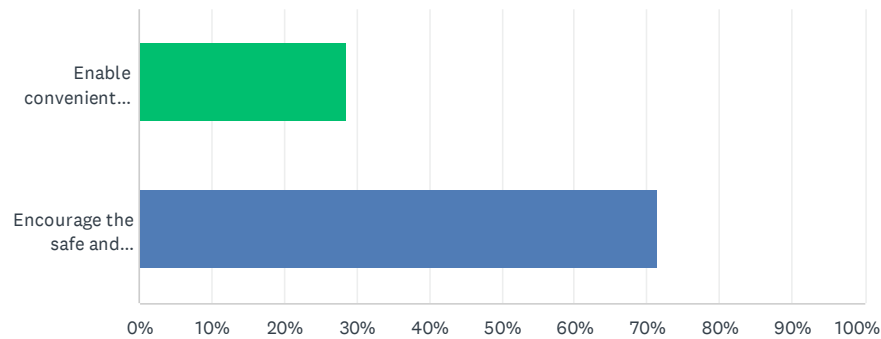
| ANSWER CHOICES                                 | RESPONSES |     |
|------------------------------------------------|-----------|-----|
| Crashes/traffic safety issues                  | 40.56%    | 378 |
| Traffic congestion/reliability                 | 44.53%    | 415 |
| Lack of safe places to walk or bicycle         | 6.76%     | 63  |
| Lack of convenient, accessible transit service | 2.47%     | 23  |
| Other                                          | 5.69%     | 53  |
| TOTAL                                          |           | 932 |



US 50 Complete Streets Study

Q5 Do you think it is more important for US 50 to:\*

Answered: 932 Skipped: 8



| ANSWER CHOICES                                                                                                      | RESPONSES |     |
|---------------------------------------------------------------------------------------------------------------------|-----------|-----|
| Enable convenient business access and encourage economic development by allowing frequent driveway access points OR | 28.65%    | 267 |
| Encourage the safe and efficient flow of traffic along US 50, with more of a focus on through travel                | 71.35%    | 665 |
| TOTAL                                                                                                               |           | 932 |



US 50 Complete Streets Study

Q6 What is your home zip code? Optional

Answered: 765    Skipped: 175

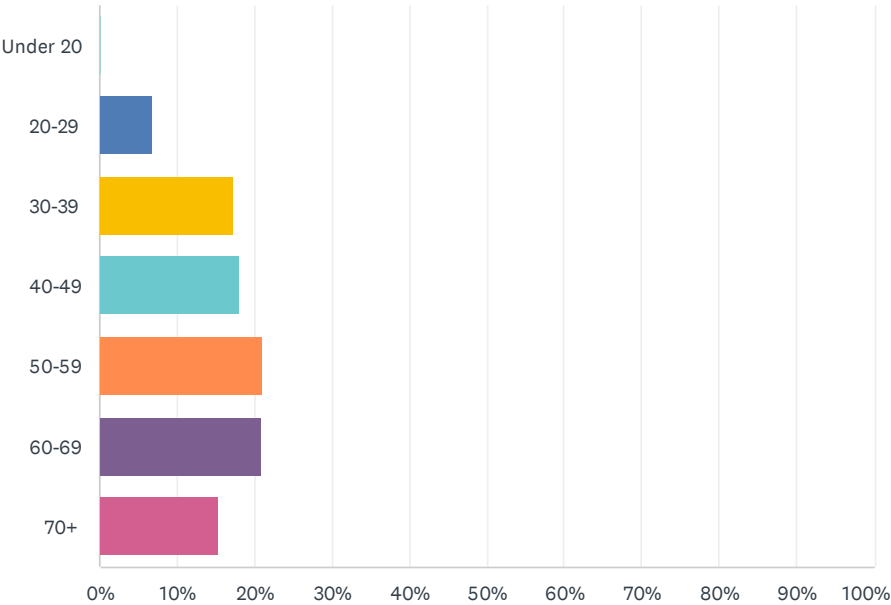
| Zip code  | Responses |
|-----------|-----------|
| 89701     | 213       |
| 89706     | 207       |
| 89403     | 187       |
| 89703     | 51        |
| 89429     | 26        |
| 89705     | 13        |
| All other | 78        |



US 50 Complete Streets Study

Q7 What is your age range? Optional

Answered: 854 Skipped: 86



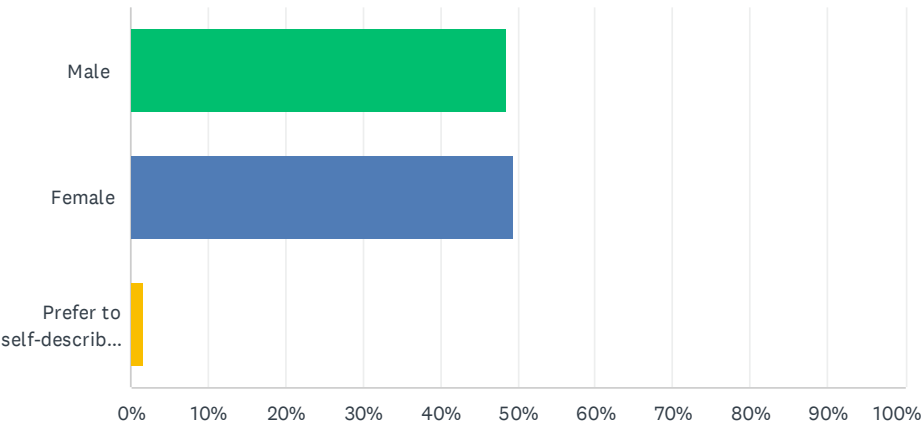
| ANSWER CHOICES | RESPONSES |
|----------------|-----------|
| Under 20       | 0.12%1    |
| 20-29          | 6.91%59   |
| 30-39          | 17.33%148 |
| 40-49          | 18.03%154 |
| 50-59          | 21.19%181 |
| 60-69          | 20.96%179 |
| 70+            | 15.46%132 |
| TOTAL          | 854       |



US 50 Complete Streets Study

Q8 Gender: How do you identify? Optional

Answered: 819    Skipped: 121



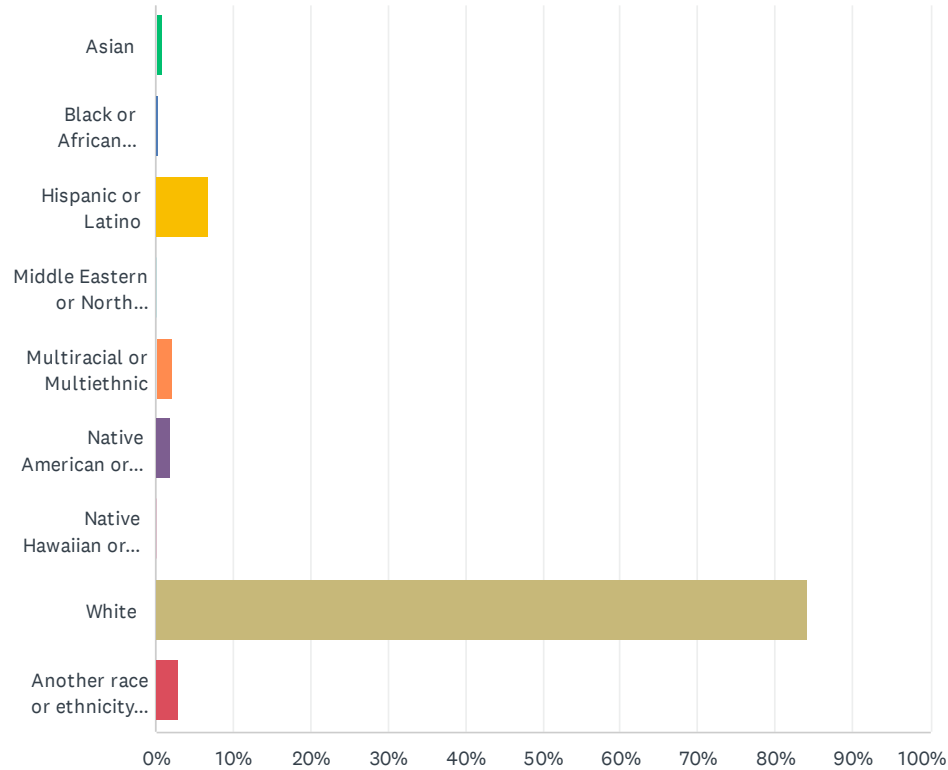
| ANSWER CHOICES                 | RESPONSES |     |
|--------------------------------|-----------|-----|
| Male                           | 48.72%    | 399 |
| Female                         | 49.57%    | 406 |
| Prefer to self-describe, below | 1.71%     | 14  |
| TOTAL                          |           | 819 |



## US 50 Complete Streets Study

### Q9 What is your race or ethnicity? Optional

Answered: 754 Skipped: 186



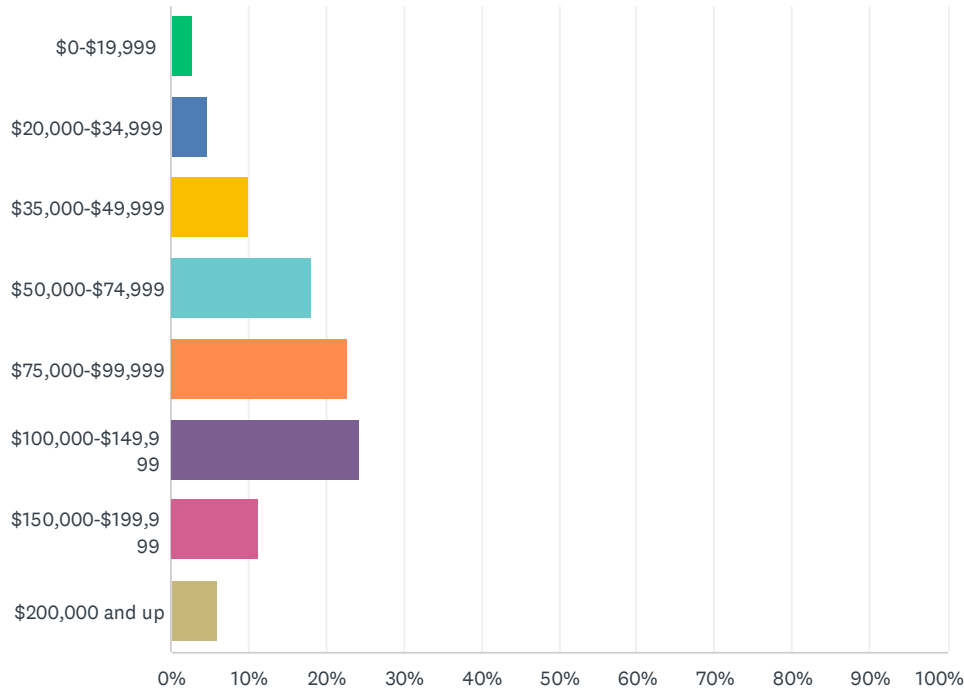
| ANSWER CHOICES                                   | RESPONSES |            |
|--------------------------------------------------|-----------|------------|
| Asian                                            | 0.93%     | 7          |
| Black or African American                        | 0.40%     | 3          |
| Hispanic or Latino                               | 6.90%     | 52         |
| Middle Eastern or North African                  | 0.13%     | 1          |
| Multiracial or Multiethnic                       | 2.12%     | 16         |
| Native American or Alaska Native                 | 1.99%     | 15         |
| Native Hawaiian or other Pacific Islander        | 0.27%     | 2          |
| White                                            | 84.22%    | 635        |
| Another race or ethnicity, please describe below | 3.05%     | 23         |
| <b>TOTAL</b>                                     |           | <b>754</b> |



## US 50 Complete Streets Study

### Q10 What is your approximate average household income? Optional

Answered: 709 Skipped: 231



| ANSWER CHOICES      | RESPONSES |     |
|---------------------|-----------|-----|
| \$0-\$19,999        | 2.68%     | 19  |
| \$20,000-\$34,999   | 4.65%     | 33  |
| \$35,000-\$49,999   | 10.01%    | 71  |
| \$50,000-\$74,999   | 18.19%    | 129 |
| \$75,000-\$99,999   | 22.71%    | 161 |
| \$100,000-\$149,999 | 24.40%    | 173 |
| \$150,000-\$199,999 | 11.28%    | 80  |
| \$200,000 and up    | 6.06%     | 43  |
| TOTAL               |           | 709 |



## Comments Received on US 50 Business Walk – 11/29/23

- Lompa & US 50 left turn yielding – some people know how to do this, and some people turn in front of cars going straight (with the right-of-way).
- Maverick parking lot exit, “No Left Turn” – people are still making a left turn north onto US 50 from Maverick.
- There are quite a few open ditches along US 50. Many property owners commented on more lighting, reflectors, or markings to make people aware of ditches and make driveways entrances and exits clearer. (Country Store access a big concern).
- We heard a couple comments on striping. Does NDOT still re-stripe annually? Is there a schedule?
- Is NDOT considering paving driveways that are perpendicular to US 50?
- Drivers sometimes drive along the MUP from Budget Auto Sales to Food Maxx – this is very dangerous. The city put up a new sign, though I suggest there should be a yellow barrier in the middle of the pathway to prevent this.
- Left turns at unsignalized intersections and driveways are very difficult. People said that they turn right onto US50 to drive the “long way home” instead of making a left-hand turn.
- There were reports of people passing in the middle turn lane during congested hours.
- Many people commented there are busy times during the morning commute and after 4pm during traditional commute hours where the highway gets really busy.
- There were many reports of speeding, running yellow, red lights, especially at Deer Run Road.
- Someone called US 50 the “Death Highway”
- Potential acceleration lane needed for trucks turning right off Linehan Rd coming from pit to the north. Many drive along dirt shoulder to try to gain speed and find a break in traffic, run over signs on the shoulder regularly. NDOT is constantly replacing them. Owner of Toy Ranch has seen someone airlifted 4 times at this location since he’s been there.
- Vehicles turning left out of Silver Sage Industrial Park (b/t Centennial Park and Sunrise) often have to wait for a red light at Arrowhead to make the turn. Crashes common. Not until last 5 years has EB congestion been an issue. Backup starts at 4.
- Crashes involving wild horses from Centennial Park an issue. Speeds are a concern throughout corridor, but especially w. of Deer Run Rd.



| Date Received | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Medium     |
|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| 12/1/2023     | Our residence is on Empire Ranch Rd and we would like to have a traffic light at the intersection of 50/Empire Ranch to accommodate both the residents and the post office. A side walk on both sides of 50 between Empire Ranch Road and both Fairview and college blvd. Thank you for asking.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Email      |
| 12/6/2023     | We got your postcard about Hwy. 50 East plans. I wanted to ask you if there is any discussion/planning regarding having a stoplight at Drako Way, especially in light of the planned subdivision/neighborhood at the south end of Drako? Currently, trying to leave Drako and turning left onto Hwy. 50 can cause you to wait a <u>long</u> time for traffic to be clear both ways. To avoid the long wait, people take chances trying to cross the traffic. With at least a couple hundred homes planned in the future (as I understand it), Drako Way will become much more busy.                                                                                                                                                                                             | Email      |
| 12/6/2023     | I received a comment today from Stephanie Montano who lives in Mound House at the Carson Highlands Mobile Home Park for the last 5.5 years. The mobile home park has 76 residents. The adjacent neighborhood (Highlands) has another 300+ families (her estimation). She requested a stop light to safely turn left onto Highway 50. She spoke of many instances of harassment and aggressive driving along 50. The speed limit is 45mph, yet most drivers drive above the speed limit. Turning into and out of the neighborhood is very stressful.                                                                                                                                                                                                                             | Phone Call |
| 12/6/2023     | Kelly received a call from a resident who who lives along the east (south) side of US50 near Atkins Carpet named Cathy. She would like a retaining sound wall along the highway, citing traffic noise.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Phone Call |
| 12/4/2023     | Mound House resident says we need a traffic light in Mound House. Lives near Carson Highlands Drive. Difficult and dangerous to make a left turn onto US 50 from Carson Highlands. Concerns about speeding.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Phone Call |
| 12/4/2023     | I've lived off of highlands in Mound House since 1999, there have been many deaths on 50 since that time...When attempting to take a left turn from highlands toward Carson it is difficult at best.. especially at 5 pm when the sun is directly on the horizon in that direction as the oncoming traffic.. You must wait for an opening to get out to the turn lane, then wait for an opening in traffic coming from behind you and merge with traffic.<br>That is only possible if no one is turning onto highlands from either direction.<br>East bound turning vehicles block your view of oncoming traffic behind them,<br>West bound blocks access to the turn lane.. I'm sure you have the data of the accidents in the area. There can certainly be improvements made. | Email      |
| 12/10/2023    | I just took your survey regarding east Carson/Hwy 50 and I am concerned that your survey creates a false result by not allowing respondents to select multiple priorities. It is poor survey design to make residents choose between safety/crash prevention and equitable transportation (bike/ped/nonmotorized, public transit). CAMPO should be prioritizing the needs of ALL road users as part of a complete and inclusive road safety plan, not making road users choose between safe and efficient driving and alternative modes of transportation.                                                                                                                                                                                                                      | Email      |
| 12/7/2023     | JT expressed concern over left turns onto Hwy50. She suggested exit ramps for businesses and specific roadways. She thought an overpasses across Hwy50 was a good idea for larger roads. She does not have a computer at home, so expressed her thoughts in a conversations with the Senior Transportation Planner.                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Phone Call |



|            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |            |
|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| 12/31/2023 | <p>Hello, I am a resident of Highlands in Mound House. I am responding to your postcard survey, which falls short of questions about what is important to be addressed. Living here in this community for over 16 years, I have seen many accidents and other issues, that are not being addressed by either the DOT, State, County occurring because of the highway as it is. Three issues I personally have is lack of a "No Engine Brakes" sign prior to the block before Highlands. The speed limit changed 1/4 mile back. I have been awakened so many times at three in the morning by trucks with their engine brakes blasting. I get up go into the back yard and watch the road, there are one after the other flat bed trailers with no load using their engine brakes. This has occurred for years, and it has not ended. The road of Highlands Drive crossing highway 50 needs to be realigned and a stop light installed, not only will it stop many accidents and loss of life here, it will slow traffic that is still exceeding the upper speed limit. I confess, I am guilty of such when I am not carefully paying attention. I understand traffic needs flow, the timing and speeds from Deer Run Road do not facilitate gaps at Highland to get onto the highway, especially 3-6 p.m.. Those of us that live here don't want to wait for a undeveloped plat 1/4 east to put a light when they get around to it for them. Yes the developer lives in Carson City,</p> <p>no activity has occurred for years, and Newman lane traffic is not going to stop the exceeding speed at Highlands Drive. I am in possession of the US 50 Corridor Study for Carson City, Churchill County, and Lyon County, these problems are questions in it as well. Sheet 6/53 questions that Red Rock and Highlands may be realigned, but the traffic light here would ensure the safety of residents on both sides of highway 50, a lot more population traffic occurring here, than one proposed at Newman Lane. I Thank You, for considering our input.</p> <p>Richard Davis<br/>215 Miriam Way<br/>Mound House NV. 89706-8246<br/>rickdavis604@yahoo.com</p>                                                                                                                                                      | Email      |
| 1/3/2024   | <p>I just received a phone call from Lynne Stillman, who resides in the Carson Highlands Mobile Home Park in Mound House.</p> <p>She heard about the US 50 Corridor Survey from her local news station! Perhaps they picked up the Carson Now article?</p> <p>Lynne does not have internet, so will not be filling out the survey.</p> <p>However, she did express to me that it is "impossible to get in or out to US 50 from Highlands Drive". She suggested a stop sign, stop light, or roundabout.</p> <p>Lynne discussed how she must leave 45 minutes early to her doctor in Carson City in order not to be late- not knowing how long it will take her to get onto US 50.</p> <p>Lynne is a Senior Citizen, and she noted there are many older residents in her neighborhood that have the same issues merging onto US 50.</p> <p>Lynne said that since NDOT added the center lane, left turns have gotten somewhat easier, though the consistent speed and volume of traffic make it very difficult to even make it to the center lane.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Phone Call |
| 1/6/2024   | <p>Thank you for reaching out to me. I would be very happy to attend, and I will most likely invite one of our residents who has been very vocal about the needs for safety in this community. Please provide to us where we would need to meet you and the time. However, if it's a bad snow day it may be hard for us to meet with you. I would also like to add you to a future Mound House Advisory Board meeting. We usually meet the first Tuesday of each month at the Community Center in Mound House at 56 Red Rock Rd. at 7 PM. Please let us know what month would work best for you. Thank you for including us on this important study. What's badly needed in this community is center turn lanes. We have been advised by the Lyon County Sheriff's Department that the most dangerous turns are those that cross three lanes of traffic which result in the majority of serious and fatal traffic accidents. Unfortunately, Mound House has a long history of these types of accidents. On Linehan Rd. there is a large amount of heavy traffic, mining trucks, school buses, and many other types of large vehicles that need to make a left hand turn onto Highway 50. With the increased building east of this community the traffic flow has gotten to the point when it's impossible if not dangerous to make left hand turns. The safety of these turns could be greatly increased with warning signal lights of heavy traffic turning onto the traffic and center turns lanes to assist these drivers making these turns. My biggest fear is a school bus will be broadsided trying to make this turn. We have very few who follow the posted speed limit and in fact tend to speed up as they approach the intersections. On Highlands drive we have a large amount of residential traffic make left hand turns to go towards Carson City. In fact, just last night 1/5/24 we noticed there was yet another accident on Highway 50. I don't know what the nature of the accident was as I could only see the many lights of the emergency vehicles from my house. We also have a problem with no pedestrian crossing at all in the Mound House area which has led to pedestrian deaths. Thank you for reaching out to us. Melinda Cash, Chairman, Mound House Advisory Board, 775 720-4770</p> | Email      |



|           |                                                                                                                                                                                                 |            |
|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| 1/17/2024 | Margaret requested a light, or some kind of mechanism to help Mound House residents enter Highway 50 from Highlands. She also cited that people drive faster than the posted 45mph speed limit. | Phone Call |
|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|

# APPENDIX C

## Press Release & Fact Sheet





## Carson City Invites the Community to Participate in US 50 Survey

**Carson City, NV** – Carson City and the Carson Area Metropolitan Planning Organization (CAMPO) invites the community to participate in a brief survey to better understand the transportation needs of users on US 50 in Carson City and Mound House.

CAMPO is currently conducting a corridor study along US 50 between the I-580 interchange in Carson City and Highlands Drive in Mound House. The purpose of this study is to better understand transportation needs and concerns along this corridor related to safety, traffic congestion, business access, and pedestrian and bicycle accommodation. The project will evaluate and recommend safety and operational improvements for all users within the US 50 East Carson corridor.

The survey is available online between November 28, 2023, and January 5, 2024, at <https://www.surveymonkey.com/r/CCUS50> or by scanning the QR code at right. Periodic project updates will be posted on CAMPO's web page at [carson.org/campo](http://carson.org/campo).



-END-



## US 50 Complete Streets Study

### Project Overview

CAMPO is currently conducting a corridor study along US 50 between the I-580 interchange in Carson City and Highlands Drive in Mound House (see [Study Area Map](#)). The purpose of this study is to better understand transportation needs and concerns along this corridor, related to safety, traffic congestion, business access, and pedestrian and bicycle accommodation. The project will evaluate and recommend safety and operational improvements for all users within the US 50 East Carson corridor.

### FAQs

**Q:** Why is this roadway being studied?

**A:** This study will aim to improve safety for all roadway users along US 50, taking into consideration existing conditions along with projected growth. Over the last 5 years there have been 6 traffic fatalities along this section of roadway, 5 of which were vehicle/ pedestrian crashes.

**Q:** Which portion of US 50 is being studied?

**A:** The section of US 50 between the I-580 interchange in Carson City and Highlands Drive in Mound House is being considered in this study (see [Study Area Map](#)).

**Q:** What is the project schedule?

**A:** This study is being completed in two phases. Phase 1 of the study began in September of 2023, with an expected completion date of May 2024. Pending funding approval, Phase 2 would begin shortly thereafter, and is expected to last an additional 5 months, placing final study completion in late 2024.

**Q:** How will proposed improvements be funded?

**A:** Although specific funding sources will not be allocated as part of this planning study, recommendations may be made as to funding types that may be appropriate for different projects. The first step in realizing a project is identifying the need – that is the aim of this study.

**Q:** Where can I find more information about the project, or share my thoughts?

**A:** We will be conducting an online public survey between November 28, 2023, and January 5, 2024. The survey is available at <https://www.surveymonkey.com/r/CCUS50> or by scanning the QR code at right. Periodic project updates will be posted on CAMPO's [web page](#).



**Q:** How can I stay involved and/or receive project updates?

**A:** The project team will be collecting the email addresses of interested stakeholders and residents and will be sending out periodic updates about project events and input opportunities. You can also check the CAMPO section of Carson City's website for updates.

**Please fill out a brief survey at <https://www.surveymonkey.com/r/CCUS50> to share your thoughts about the corridor or contact Project Manager Kelly Norman at [KNorman@carson.org](mailto:KNorman@carson.org).**

# APPENDIX D

## Corridor Improvements & Plan Sheets

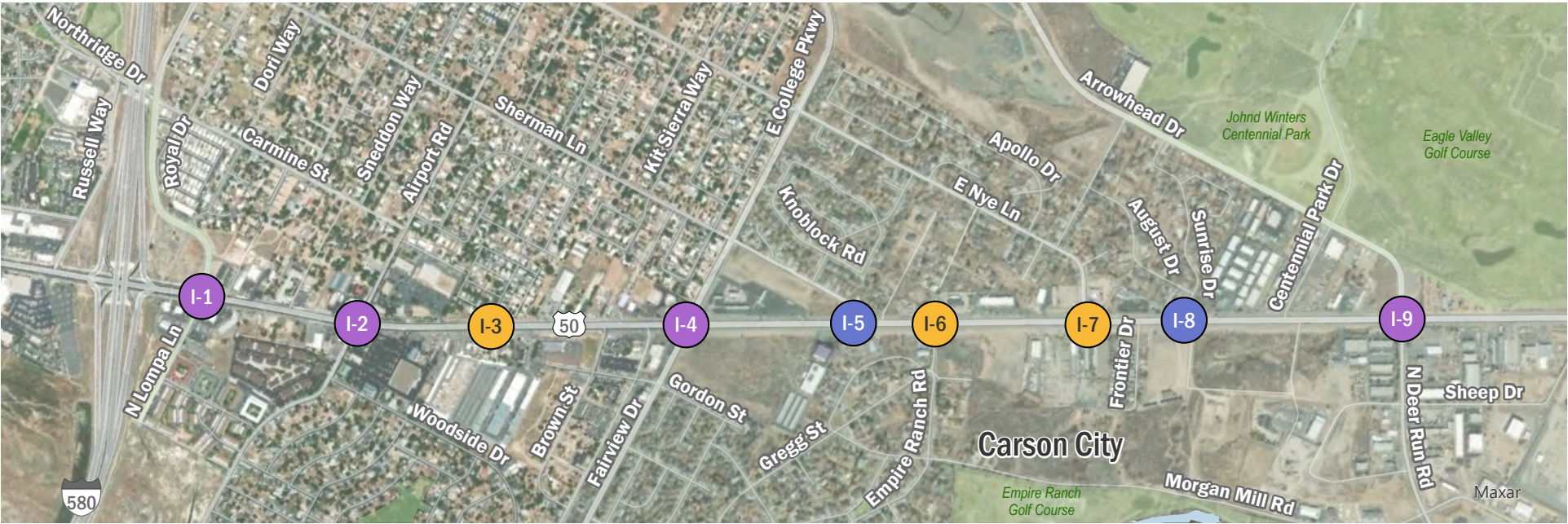




| #   | Countermeasures                                                                                                                                                                     | Potential Extents                                         | Quantity | Unit | Cost / Unit (\$1000) | Cost (\$1000) | Cost Assumptions                                                                | Impact to Vehicle Ops | Mode Benefit   | Citation                                                                                            |
|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|----------|------|----------------------|---------------|---------------------------------------------------------------------------------|-----------------------|----------------|-----------------------------------------------------------------------------------------------------|
| R   | Roadway segments                                                                                                                                                                    |                                                           |          |      |                      |               |                                                                                 |                       |                |                                                                                                     |
| R1  | Install lane departure prevention systems like curb and gutter, rumble strips, and/or SafetyEdge, does not include Storm Drain                                                      | See Qty Takeoffs - Shoulder Gaps                          | 31,000   | LF   | \$ 0.1               | \$ 3,100.0    | \$100 / LF for high cost, curb and gutter or SafetyEdge                         | No impact             | Vehicle        |                                                                                                     |
| R2  | Construct driveways with curb and gutter                                                                                                                                            | Airport to Arrowhead / Deer Run                           | 38       | EA   | \$ 20                | \$ 760.0      | Driveways est at 500' apart                                                     | No impact             | Vehicle        |                                                                                                     |
| R3  | Design the roadway to a lower design speed (lane narrowing to 11') from Lompa to Deer Run                                                                                           | Lompa to Highlands                                        | 1        | LS   | \$ 100               | \$ 100.0      | Incorporate into striping work if adopting this policy                          | Low impact            | Vehicle        | NDOT Speed Management Plan 2022, Roadways (RE3C)                                                    |
| R4  | Install high-visibility roadway striping                                                                                                                                            | Lompa to Highlands                                        | 139,000  | LF   | \$ 0.01              | \$ 1,390.0    | \$10 / LF; 6 stripes                                                            | No impact             | Vehicle & Bike | Part of existing NDOT project                                                                       |
| R5  | Install wide edge lines and/or add buffer striping to the shoulder bike lane, mark driveways with edge line dashing                                                                 | Lompa to Highlands                                        | 46,000   | LF   | \$ 0.01              | \$ 460.0      | \$10 / LF; 2 stripes                                                            | No impact             | Vehicle        | FHWA Proven Safety Countermeasures (PSC)                                                            |
| R6  | Install roadway lighting                                                                                                                                                            | Airport to Arrowhead / Deer Run                           | 110      | EA   | \$ 15                | \$ 1,650.0    | \$15K / light spaced at 200' apart                                              | No impact             | All            | Part of existing NDOT project                                                                       |
| R7  | Close existing sidewalk / AC path gaps; remove encroachments in the highway right of way, install signs & barriers to prevent vehicle entry                                         | See Qty Takeoffs - AC Path Gaps                           | 10,200   | LF   | \$ 0.2               | \$ 2,040.0    | Assuming 10' wide path/LF x \$20/SF                                             | No impact             | Walk & Bike    | FHWA Proven Safety Countermeasures (PSC)                                                            |
| R8  | Install signs and markings at path driveway crossings                                                                                                                               | Lompa to Arrowhead / Deer Run                             | 44       | EA   | \$ 5                 | \$ 220.0      | Path crossings est at 500' apart. Crossing markings, bollards, and signs.       | No impact             | All            | NDOT Speed Management Plan 2022, Intersections (RE3C)                                               |
| Si  | Signalized intersections                                                                                                                                                            |                                                           |          |      |                      |               |                                                                                 |                       |                |                                                                                                     |
| Si1 | Convert protected-permissive phasing from side streets to protected phasing only.                                                                                                   | Airport Road                                              | 1        | I/S  | \$ 20                | \$ 20.0       | Signal head (4) replacement and/or reprogramming.                               | Low impact            | All            |                                                                                                     |
| Si2 | Program leading pedestrian intervals especially where crossing US 50                                                                                                                | Lompa, Airport, E. College Parkway / Fairview, & Deer Run | 4        | I/S  | \$ 5                 | \$ 20.0       | Staff or contractor time to reprogram. May require controller upgrade.          | Low impact            | Walk & Bike    |                                                                                                     |
| Si3 | Install Advance Dilemma Zone Detection (ADZD) signal equipment to allow for All Red Extension                                                                                       | Lompa, Airport, E. College Parkway / Fairview, & Deer Run | 4        | I/S  | \$ 50                | \$ 200.0      | Requires new detection equipment and possible upgrade to controllers.           | No impact             | Vehicle        | <a href="#">72 percent fewer vehicles in the dilemma zone   ITS Deployment Evaluation (dot.gov)</a> |
| Si4 | Program off-peak Rest in Red operations, install vehicle detection cameras to actuate the signal when vehicles are 10 mph below the speed limit (may be the same as ADZD equipment) | Lompa, Airport, E. College Parkway / Fairview, & Deer Run | 4        | I/S  | \$ 20                | \$ 80.0       | Can use loop detectors or ADZD equipment                                        | No impact             | Vehicle        | <a href="#">PBOT's new pilot program hopes to reduce traffic deaths   kgw.com</a>                   |
| Si5 | Program signal coordination at 10 mph below the speed limit if existing signals are coordinated.                                                                                    | Lompa, Airport, E. College Parkway / Fairview, & Deer Run | 1        | LS   | \$ 100               | \$ 100.0      | Staff or consultant time to reprogram signal timing coordination                | Low impact            | Vehicle        | FHWA Proven Safety Countermeasures (PSC)                                                            |
| Si6 | Program signal visibility (signal head louvers) to the design speed stopping sight distance                                                                                         | 4 signal heads x 2 approaches x 4 intersections           | 32       | EA   | \$ 2                 | \$ 64.0       | Louvers or lenses may require replacement of entire signal head                 | Low impact            | Vehicle        |                                                                                                     |
| Si7 | Add near-side signal heads to US 50 approaches                                                                                                                                      | 2 approaches x 4 intersections; upgrade all hardware      | 8        | EA   | \$ 5                 | \$ 40.0       | Requires new signal head, mounting hardware, and possibly conductors            | No impact             | Vehicle        |                                                                                                     |
| Si8 | Install new signal or PHB at existing intersection                                                                                                                                  | Highlands Drive                                           | 1        | LS   | \$ 800               | \$ 800.0      | Cost may include realignment of Red Rock Road but does not account for R/W take | Moderate impact       | Walk & Bike    | FHWA Proven Safety Countermeasures (PSC)                                                            |



| #   | Countermeasures                                                                                                                                                          | Potential Extents                                                    | Quantity | Unit | Cost / Unit (\$1000) | Cost (\$1000) | Cost Assumptions                                                        | Impact to Vehicle Ops | Mode Benefit | Citation                                                                                                                                              |
|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|----------|------|----------------------|---------------|-------------------------------------------------------------------------|-----------------------|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| R   | Roadway segments                                                                                                                                                         |                                                                      |          |      |                      |               |                                                                         |                       |              |                                                                                                                                                       |
| Sp  | Speed policy                                                                                                                                                             |                                                                      |          |      |                      |               |                                                                         |                       |              |                                                                                                                                                       |
| Sp1 | Install speed safety cameras for observation and data collection                                                                                                         | Highlands, Arrowhead / Deer Run, & E. College Parkway                | 3        | EA   | \$ 50                | \$ 150.0      |                                                                         | No impact             | Vehicle      | NDOT Speed Management Plan 2022, Roadways (RE3C)                                                                                                      |
| Sp2 | Implement variable speed limits based on time of day and congestion                                                                                                      | Entire corridor                                                      | 1        | LS   | \$ 100               | \$ 100.0      | Planning cost only                                                      | Low impact            | Vehicle      | <a href="#">ATM Sign Testing Enters Next Phase Starting January 21 in Clark County   News Releases   Nevada Department of Transportation (nv.gov)</a> |
| Sp3 | Install changeable message signs alerting drivers of congestion ahead                                                                                                    | Highlands, Arrowhead / Deer Run, & E. College Parkway                | 3        | EA   | \$ 100               | \$ 300.0      | Assumes large overhead signs, 2 for WB traffic and 1 for EB traffic     | No impact             | Vehicle      |                                                                                                                                                       |
|     |                                                                                                                                                                          |                                                                      |          |      |                      |               |                                                                         |                       |              |                                                                                                                                                       |
| MB  | Midblock crossings                                                                                                                                                       |                                                                      |          |      |                      |               |                                                                         |                       |              |                                                                                                                                                       |
| MB1 | Install PHBs at select locations and coordinate with signals to 10 MPH below the speed limit                                                                             | Silver State St, Empire Ranch Rd, and E Nye Lane                     | 3        | EA   | \$ 500               | \$ 1,500.0    |                                                                         | Moderate impact       | Walk & Bike  | FHWA Proven Safety Countermeasures (PSC)                                                                                                              |
| MB2 | Install signs, beacons, and lighting at select side street locations and large driveways                                                                                 | Airport to Arrowhead                                                 | 19       | EA   | \$ 20                | \$ 380.2      | Driveways assumed at 1000 apart x both sides                            | No impact             | Vehicle      | NDOT Speed Management Plan 2022, Intersections (RE3C)                                                                                                 |
| MB3 | Install median curbs and posts to channelize left turns where appropriate                                                                                                | Airport to Arrowhead                                                 | 10       | EA   | \$ 40                | \$ 380.2      | Driveways assumed at 1000 apart                                         | Low impact            | Vehicle      | NDOT Speed Management Plan 2022, Roadways (RE3C)                                                                                                      |
|     |                                                                                                                                                                          |                                                                      |          |      |                      |               |                                                                         |                       |              |                                                                                                                                                       |
| IS  | Intersection geometry                                                                                                                                                    |                                                                      |          |      |                      |               |                                                                         |                       |              |                                                                                                                                                       |
| IS1 | Consider reduced design vehicle (from WB-67 to WB-40 or SU-30). Adjust (reduce) corner curb radii to accommodate a reduced design vehicle and shorten crossing distance. | Lompa, Airport, and Deer Run; exclude E. College Parkway / Fairview  | 1        | LS   | \$ 50                | \$ 50.0       | Planning cost only. Implementation cost integrated into other projects. | Moderate impact       | Walk & Bike  | NDOT Speed Management Plan 2022, Intersections (RE3C)                                                                                                 |
| IS2 | Study use of lead-lag phasing at opposing left turns to allow for left turn lane / center median consolidation or ped refuge islands.                                    | Lompa (2), E. College Parkway / Fairview (1)                         | 1        | LS   | \$ 50                | \$ 50.0       | Planning cost only. Implementation cost integrated into other projects. | Low impact            | Walk & Bike  |                                                                                                                                                       |
| IS3 | Study reducing corner curb radii, designing right turn slip lane channels to sharper (60 to 75-deg) approach angles, and installing mountable curb aprons                | Airport (NE), E. College Parkway / Fairview (NE & SW), Deer Run (SW) | 4        | EA   | \$ 25                | \$ 100.0      | Cost for turn template study and preliminary design per intersection    | Low impact            | All          | NDOT Speed Management Plan 2022, Intersections (RE3C)                                                                                                 |
| IS4 | Update corner channel islands (pork chops) to ADA standards                                                                                                              | Airport (NE&SW)                                                      | 2        | EA   | \$ 50                | \$ 100.0      |                                                                         | Low impact            | Walk & Bike  | ADA / PROWAG                                                                                                                                          |
| IS5 | Study a long-term option to convert signals to multilane roundabouts                                                                                                     | Lompa, Airport, E. College Parkway / Fairview, Arrowhead / Deer Run  | 1        | LS   | \$ 100               | \$ 100.0      | Planning cost only. Implementation cost between \$2-5M / intersection.  | Low impact            | All          | NDOT Speed Management Plan 2022, Intersections (RE3C)                                                                                                 |



| MIDBLOCK CROSSINGS |                                                                                                                                                                |
|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| MB1                | Install PHBs at select locations and coordinate with signals to 10 MPH below the speed limit                                                                   |
| MB2                | Install signs, single-section yellow ball beacon to supplement a yellow diamond warning sign, and lighting at select side street locations and large driveways |
| MB3                | Install median curbs and posts to channelize left turns where appropriate                                                                                      |
| SPEED POLICY       |                                                                                                                                                                |
| Sp1                | Install speed safety cameras for observation and data collection                                                                                               |
| Sp3                | Install changeable message signs alerting drivers of congestion ahead                                                                                          |

|      |                                  | IMPROVEMENT RECOMMENDATION  |                   |                         |                            |
|------|----------------------------------|-----------------------------|-------------------|-------------------------|----------------------------|
| ID   | CROSS STREET / DRIVEWAY          | SIGNAL SYSTEM UPGRADES (SI) | SPEED POLICY (SP) | MIDBLOCK CROSSINGS (MB) | INTERSECTION GEOMETRY (IS) |
| I-1  | Lompa Road                       | Si3-7                       |                   |                         | IS1,5                      |
| I-2  | Airport Road                     | Si3-7                       |                   |                         | IS1,3,5                    |
| I-3  | Midblock TBD / Silver State Lane |                             |                   | MB1                     |                            |
| I-4  | E College Pkwy / Fairview        | Si3-7                       | Sp 1,3            |                         | IS1,3,5                    |
| I-5  | Sherman Lane                     |                             |                   | MB2&3                   |                            |
| I-6  | Empire Ranch Rd                  |                             |                   | MB1                     |                            |
| I-7  | E Nye Ln                         |                             |                   | MB1                     |                            |
| I-8  | Midblock TBD / Sunrise Dr        |                             |                   | MB2&3                   |                            |
| I-9  | Arrowhead / N Deer Run           | Si3-7                       | Sp 1,3            |                         | IS3,4,5                    |
| I-10 | Centennial Dr                    |                             |                   | MB2&3                   |                            |
| I-11 | Flint Rd                         |                             |                   | MB2&3                   |                            |
| I-12 | Pick & Pull Drwy                 |                             |                   | MB2&3                   |                            |
| I-13 | Linehan Rd                       |                             |                   | MB2&3                   |                            |
| I-14 | Red Rock Rd                      |                             |                   | MB2&3                   |                            |
| I-15 | Highlands Dr                     | Si8                         | Sp 1,3            |                         |                            |

IMPROVEMENT INDEX

SIGNALIZED INTERSECTIONS

|     |                                                                                                                                                                                            |
|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Si3 | Install Advance Dilemma Zone Detection (ADZD) signal equipment to allow for All Red Extension                                                                                              |
| Si4 | Program off-peak Rest in Red operations, install speed detection cameras to actuate the signal when vehicles are 10 mph below the speed limit (Use ADZD equipment, see countermeasure Si3) |
| Si5 | Program signal coordination at 10 mph below the speed limit if existing signals are coordinated. Not contingent on ADZD equipment (Countermeasure Si3)                                     |
| Si6 | Program signal visibility (signal head louvers) to the design speed stopping sight distance                                                                                                |
| Si7 | Add near-side signal heads to US 50 approaches                                                                                                                                             |
| Si8 | Install new signal or PHB at existing intersection                                                                                                                                         |

INTERSECTION GEOMETRY

|     |                                                                                                                                                           |
|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------|
| IS1 | Consider reduced design vehicle (from WB-67 to WB-40 or SU-30)                                                                                            |
| IS3 | Study reducing corner curb radii, designing right turn slip lane channels to sharper (60 to 75-deg) approach angles, and installing mountable curb aprons |
| IS4 | Update corner channel islands (pork chops) to ADA standards                                                                                               |
| IS5 | Study a long-term option to convert signals to multilane roundabouts                                                                                      |



| ID                                        | FROM                 | TO                   | SIDE  | LENGTH (FT) | IMPROVEMENT RECOMMENDATION |
|-------------------------------------------|----------------------|----------------------|-------|-------------|----------------------------|
| ROADWAY, SHOULDERS, AND DRIVEWAY MEASURES |                      |                      |       |             |                            |
| Entire                                    | Lompa                | Highlands            | Both  | 23200       | R3-5,8                     |
| R-1a                                      | Airport              | Fairview / E College | North | 1550        | R1,2,6,8                   |
| RSD-1b                                    | Airport              | Fairview / E College | South | 1350        | R1,2,6,8                   |
| RSD-2                                     | Fairview / E College | Sherman              | South | 1080        | R1,2,6,8                   |
| RSD-3                                     | Sherman              | Arrowhead / Deer Run | South | 4950        | R1,2,6,8                   |
| RSD-4                                     | Fairview / E College | Empire Ranch         | North | 1560        | R1,2,6,8                   |
| RSD-5                                     | Empire Ranch         | Nye                  | North | 560         | R1,2,6,8                   |
| RSD-6                                     | Sunrise              | Centennial Park      | North | 1020        | R1,2,6,8                   |
| RSD-7                                     | Centennial Park      | Arrowhead / Deer Run | North | 460         | R1,2,6,8                   |
| RSD-8a                                    | Arrowhead / Deer Run | Centennial           | North | 2520        | R1                         |
| RSD-8b                                    | Arrowhead / Deer Run | Flint                | South | 4180        | R1                         |
| RSD-9a                                    | Flint                | Highlands            | South | 6070        | R1                         |
| RSD-9b                                    | Flint                | Highlands            | North | 5410        | R1                         |

|                        |                      |                      |       |      |    |
|------------------------|----------------------|----------------------|-------|------|----|
| MULTIUSE PATH SEGMENTS |                      |                      |       |      |    |
| AT-1a                  | Lompa                | Airport              | North | 60   | R7 |
| AT-1b                  | Lompa                | Airport              | North | 365  | R7 |
| AT-1c                  | Lompa                | Airport              | North | 290  | R7 |
| AT-2a                  | Airport              | Fairview / E College | North | 1600 | R7 |
| AT-2b                  | Airport              | Fairview / E College | South | 1670 | R7 |
| AT-3                   | Fairview / E College | Sherman              | South | 1090 | R7 |
| AT-4                   | Sherman              | Arrowhead / Deer Run | South | 4990 | R7 |
| AT-5                   | Centennial Park      | Arrowhead / Deer Run | North | 170  | R7 |

|                   |                                                                                                                                                                        |
|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| IMPROVEMENT INDEX |                                                                                                                                                                        |
| ROADWAY SEGMENTS  |                                                                                                                                                                        |
| R1                | Install lane departure prevention systems like curb and gutter, rumble strips, and/or SafetyEdge, does not include Storm Drain, No rumble strips West of Deer Run Road |
| R2                | Construct driveways with curb and gutter                                                                                                                               |
| R3                | Design the roadway to a lower design speed (lane narrowing to 11') from Lompa to Deer Run                                                                              |
| R4                | Install high-visibility roadway striping                                                                                                                               |
| R5                | Install wide edge lines and/or add buffer striping to the shoulder bike lane, mark driveways with edge line dashing                                                    |
| R6                | Install roadway lighting                                                                                                                                               |
| R7                | Close existing sidewalk / AC path gaps; remove encroachments in the highway right of way, install signs & barriers to prevent vehicle entry                            |
| R8                | Install signs and markings at path driveway crossings                                                                                                                  |