

APPENDIX A:
Construction Cost Estimates



I-580 to Lompa Lane Left Turn Lane Extension				
Construction Cost Estimate		Design Level: AA		
Revised: October 23, 2025		Estimated By: CDV		
		Checked By: JDH		
Item	Quantity	Unit	Unit Price	Amount
CONSTRUCTION				
Demolition				
Removal of Median Island	132.0	SQYD	\$100	\$ 13,200
Removal of Composite Surface	132.0	SQYD	\$125	\$ 16,500
Roadway				
Plantmix Surfacing (Type 2) (Wet)	58.00	TON	\$200	\$ 11,600
Type 1 Class B Aggregate Base	45.00	CUYD	\$85	\$ 3,825
Class A Concrete Curb	1500.0	LINFT	\$40	\$ 60,000
Class A Concrete (Island Paving)	1500.0	SQFT	\$20	\$ 30,000
Traffic				
Modify Existing Traffic Signal System	1.0	LS	\$50,000	\$ 50,000
Bid Item Sub Total				\$ 185,125
Drainage 20%				\$ 37,025
Lighting 10%				\$ 18,513
Signing and Striping 5%				\$ 9,256
Traffic Control 15%				\$ 27,769
Bid Item Contingency 25%				\$ 46,281
Bid Item Sub-Total				\$ 323,969
Mobilization 7%				\$ 22,678
Construction Total				\$ 346,647
Construction Engineering 7%				\$ 24,265
Preliminary Engineering 10.00%				\$ 34,665
Construction Contingency 3.00%				\$ 10,399
Right of Way 0.00%				\$ -
Utility Relocation 0.00%				\$ -
Total				\$ 500,000

Convert Protected-Permissive Phasing to Protected

Construction Cost Estimate
Revised: October 23, 2025

Design Level: AA
Estimated By: CDV
Checked By: JDH

Item	Quantity	Unit	Unit Price	Amount
CONSTRUCTION				
Signals				
Signal Head Replacement	1	LS	\$20,000	\$ 20,000
Bid Item Sub Total				\$ 20,000
Traffic Control			15%	\$ 3,000
Bid Item Contingency			25%	\$ 5,000
Bid Item Sub-Total				\$ 28,000
Mobilization			7%	\$ 1,960
Construction Total				\$ 29,960
Construction Engineering			7%	\$ 2,097
Preliminary Engineering			10.00%	\$ 2,996
Construction Contingency			3.00%	\$ 899
Right of Way			0.00%	\$ -
Utility Relocation			0.00%	\$ -
Total				\$ 40,000

Leading Pedestrian Interval

Construction Cost Estimate Revised: October 23, 2025		Design Level: AA Estimated By: CDV Checked By: JDH		
Item	Quantity	Unit	Unit Price	Amount
CONSTRUCTION				
Signals				
Controller Upgrade and Staff Time to Reprogram - 4 Locations	4	Each	\$20,000	\$ 80,000
Bid Item Sub Total				\$ 80,000
Traffic Control				15% \$ 12,000
Bid Item Contingency				25% \$ 20,000
Bid Item Sub-Total				\$ 112,000
Mobilization				7% \$ 7,840
Construction Total				\$ 119,840
Construction Engineering				7% \$ 8,389
Preliminary Engineering				10.00% \$ 11,984
Construction Contingency				3.00% \$ 3,595
Right of Way				0.00% \$ -
Utility Relocation				0.00% \$ -
Total				\$ 150,000

Install Advanced Dilemma Zone Detection

Construction Cost Estimate
 Revised: October 23, 2025

Design Level: AA
Estimated By: CDV
Checked By: JDH

Item	Quantity	Unit	Unit Price	Amount
CONSTRUCTION				
Signals				
Controller Upgrades and Detectors - 4 Locations	4	Each	\$50,000	\$ 200,000
Bid Item Sub Total				\$ 200,000
Traffic Control			15%	\$ 30,000
Bid Item Contingency			25%	\$ 50,000
Bid Item Sub-Total				\$ 280,000
Mobilization				7%
				\$ 19,600
Construction Total				\$ 299,600
Construction Engineering			7%	\$ 20,972
Preliminary Engineering			10.00%	\$ 29,960
Construction Contingency			3.00%	\$ 8,988
Right of Way			0.00%	\$ -
Utility Relocation			0.00%	\$ -
Total				\$ 360,000

Louvered Signal Heads				
Construction Cost Estimate Revised: October 23, 2025			Design Level: AA Estimated By: CDV Checked By: JDH	
Item	Quantity	Unit	Unit Price	Amount
CONSTRUCTION				
Signals				
Louvered Signal Heads	22	Each	\$2,000	\$ 44,000
Bid Item Sub Total				\$ 44,000
			Traffic Control 15%	\$ 6,600
			Bid Item Contingency 25%	\$ 11,000
Bid Item Sub-Total				\$ 61,600
			Mobilization 7%	\$ 4,312
Construction Total				\$ 65,912
			Construction Engineering 7%	\$ 4,614
			Preliminary Engineering 10.00%	\$ 6,591
			Construction Contingency 3.00%	\$ 1,977
			Right of Way 0.00%	\$ -
			Utility Relocation 0.00%	\$ -
Total				\$ 80,000

Near Side Signal Heads				
Construction Cost Estimate Revised: October 23, 2025			Design Level: AA Estimated By: CDV Checked By: JDH	
Item	Quantity	Unit	Unit Price	Amount
CONSTRUCTION				
Signals				
Near Side Signal Heads	8	Each	\$6,000	\$ 48,000
Bid Item Sub Total				\$ 48,000
			Traffic Control 15%	\$ 7,200
			Bid Item Contingency 25%	\$ 12,000
Bid Item Sub-Total				\$ 67,200
			Mobilization 7%	\$ 4,704
Construction Total				\$ 71,904
			Construction Engineering 7%	\$ 5,033
			Preliminary Engineering 10.00%	\$ 7,190
			Construction Contingency 3.00%	\$ 2,157
			Right of Way 0.00%	\$ -
			Utility Relocation 0.00%	\$ -
Total				\$ 90,000

Fairview Dr/College Pkwy Turn Lane Improvements

Construction Cost Estimate
 Revised: October 23, 2025

Design Level: AA
Estimated By: CDV
Checked By: JDH

Item	Quantity	Unit	Unit Price	Amount
CONSTRUCTION				
Demolition				
Removal of Bituminous Surface	1071.0	SQYD	\$35	\$ 37,485
Removal of Base Course	1207.0	SQYD	\$30	\$ 36,210
Removal of Median Island	136.0	SQYD	\$30	\$ 4,080
Roadway				
Plantmix Surfacing (Type 2) (Wet)	425.00	TON	\$200	\$ 85,000
Type 1 Class B Aggregate Base	652.00	CUYD	\$85	\$ 55,420
Class A Concrete Curb	175.0	LINFT	\$40	\$ 7,000
Class A Concrete Curb & Gutter	136.0	LINFT	\$60	\$ 8,160
Class A Concrete (Island Paving)	2271.0	SQFT	\$20	\$ 45,420
Traffic				
Modify Existing Traffic Signal System	1.0	LS	\$25,000	\$ 25,000
Bid Item Sub Total				\$ 303,775
			Drainage 20%	\$ 60,755
			Lighting 10%	\$ 30,378
			Signing and Striping 5%	\$ 15,189
			Traffic Control 15%	\$ 45,566
			Bid Item Contingency 25%	\$ 75,944
Bid Item Sub-Total				\$ 531,606
			Mobilization 7%	\$ 37,212
Construction Total				\$ 568,819
			Construction Engineering 7%	\$ 39,817
			Preliminary Engineering 10.00%	\$ 56,882
			Construction Contingency 3.00%	\$ 17,065
			Right of Way 3.00%	\$ 17,065
			Utility Relocation 5.00%	\$ 28,441
Total				\$ 800,000

MUP East Carson South Side Airport to Deer Run Rd.				
Construction Cost Estimate			Design Level: AA	
Revised: October 23, 2025			Estimated By: CDV	
			Checked By: JDH	
Item	Quantity	Unit	Unit Price	Amount
CONSTRUCTION				
Removal/Earthwork/Grading				
Roadway Excavation	500	CUYD	\$35	\$ 17,500
Removal of Bituminous Surface	1000.0	SQYD	\$35	\$ 35,000
Multi-Use Path (One Side, Lompa to Truck Climbing)				
Plantmix Surfacing (Type 2) (Wet)	1584.00	TON	\$200	\$ 316,800
Type 1 Class B Aggregate Base	3237.00	CUYD	\$85	\$ 275,145
Bid Item Sub Total				\$ 644,445
Drainage				20% \$ 128,889
Landscape and Aesthetics				3% \$ 19,333
Lighting				10% \$ 64,445
Signing and Striping				5% \$ 32,222
Traffic Control				15% \$ 96,667
Bid Item Contingency				25% \$ 161,111
Bid Item Sub-Total				\$ 1,147,112
Mobilization				7% \$ 80,298
Construction Total				\$ 1,227,410
Construction Engineering				7% \$ 85,919
Preliminary Engineering				10.00% \$ 122,741
Construction Contingency				3.00% \$ 36,822
Right of Way				3.00% \$ 36,822
Utility Relocation				5.00% \$ 61,370
Total				\$ 1,600,000

Brown St. High-T				
Construction Cost Estimate Revised: October 23, 2025		Design Level: AA Estimated By: CDV Checked By: JDH		
Item	Quantity	Unit	Unit Price	Amount
CONSTRUCTION				
Demolition				
Removal of Bituminous Surface	300.0	SQYD	\$35	\$ 10,500
Removal of Base Course	300.0	SQYD	\$35	\$ 10,500
Roadway				
Plantmix Surfacing (Type 2) (Wet)	155.00	TON	\$200	\$ 31,000
Type 1 Class B Aggregate Base	238.00	CUYD	\$85	\$ 20,230
Class A Concrete Curb	350.0	LINFT	\$40	\$ 14,000
Class A Concrete (Island Paving)	250.0	SQFT	\$20	\$ 5,000
Bid Item Sub Total				\$ 91,230
Drainage 20%				\$ 18,246
Landscape and Aesthetics 3%				\$ 2,737
Lighting 10%				\$ 9,123
Signing and Striping 5%				\$ 4,562
Traffic Control 15%				\$ 13,685
Bid Item Contingency 25%				\$ 22,808
Bid Item Sub-Total				\$ 162,389
Mobilization 7%				\$ 11,367
Construction Total				\$ 173,757
Construction Engineering 7%				\$ 12,163
Preliminary Engineering 10.00%				\$ 17,376
Construction Contingency 3.00%				\$ 5,213
Right of Way 0.00%				\$ -
Utility Relocation 0.00%				\$ -
Total				\$ 300,000

Frontage Road Sherman Lane to Nye Lane

Construction Cost Estimate
Revised: October 23, 2025

Design Level: AA
Estimated By: CDV
Checked By: JDH

Item	Quantity	Unit	Unit Price	Amount
CONSTRUCTION				
Removal/Earthwork/Grading				
Roadway Excavation	1200.0	CUYD	\$35	\$ 42,000
Removal of Bituminous Surface	1000.0	SQYD	\$25	\$ 25,000
Roadway				
Plantmix Surfacing (Type 2) (Wet)	774.00	TON	\$200	\$ 154,800
Type 1 Class B Aggregate Base	1186.00	CUYD	\$85	\$ 100,810
Class A Concrete Curb	800.0	LINFT	\$40	\$ 32,000
Class A Concrete (Island Paving)	301.0	SQFT	\$20	\$ 6,020
Bid Item Sub Total				\$ 360,630
Drainage			20%	\$ 72,126
Landscape and Aesthetics			3%	\$ 10,819
Lighting			10%	\$ 36,063
Signing and Striping			5%	\$ 18,032
Traffic Control			15%	\$ 54,095
Bid Item Contingency			25%	\$ 90,158
Bid Item Sub-Total				\$ 641,921
Mobilization				7% \$ 44,934
Construction Total				\$ 686,856
Construction Engineering			7%	\$ 48,080
Preliminary Engineering			10.00%	\$ 68,686
Construction Contingency			3.00%	\$ 20,606
Right of Way			12.00%	\$ 82,423
Utility Relocation			5.00%	\$ 34,343
Total				\$ 1,000,000

Frontage Road Empire Ranch to Akron Way

Construction Cost Estimate
Revised: October 23, 2025

Design Level: AA
Estimated By: CDV
Checked By: JDH

Item	Quantity	Unit	Unit Price	Amount
CONSTRUCTION				
Removal/Earthwork/Grading				
Roadway Excavation	10000.0	CUYD	\$35	\$ 350,000
Removal of Bituminous Surface	1000.0	SQYD	\$25	\$ 25,000
Roadway				
Plantmix Surfacing (Type 2) (Wet)	1431.00	TON	\$200	\$ 286,200
Type 1 Class B Aggregate Base	2193.00	CUYD	\$85	\$ 186,405
Class A Concrete Curb	800.0	LINFT	\$40	\$ 32,000
Class A Concrete (Island Paving)	301.0	SQFT	\$20	\$ 6,020
Bid Item Sub Total				\$ 885,625
Drainage 20%				\$ 177,125
Landscape and Aesthetics 3%				\$ 26,569
Lighting 10%				\$ 88,563
Signing and Striping 5%				\$ 44,281
Traffic Control 15%				\$ 132,844
Bid Item Contingency 25%				\$ 221,406
Bid Item Sub-Total				\$ 1,576,413
Mobilization 7%				\$ 110,349
Construction Total				\$ 1,686,761
Construction Engineering 7%				\$ 118,073
Preliminary Engineering 10.00%				\$ 168,676
Construction Contingency 3.00%				\$ 50,603
Right of Way 3.00%				\$ 50,603
Utility Relocation 5.00%				\$ 84,338
Total				\$ 2,200,000

Empire Ranch Road Signalized High T

Construction Cost Estimate
Revised: October 23, 2025

Design Level: AA
Estimated By: CDV
Checked By: JDH

Item	Quantity	Unit	Unit Price	Amount
CONSTRUCTION				
Demolition				
Removal of Bituminous Surface	300.0	SQYD	\$35	\$ 10,500
Removal of Base Course	300.0	SQYD	\$35	\$ 10,500
Roadway				
Plantmix Surfacing (Type 2) (Wet)	155.00	TON	\$200	\$ 31,000
Type 1 Class B Aggregate Base	238.00	CUYD	\$85	\$ 20,230
Class A Concrete Curb	350.0	LINFT	\$40	\$ 14,000
Class A Concrete (Island Paving)	250.0	SQFT	\$20	\$ 5,000
Traffic				
Traffic Signal System	1.0	LS	\$100,000	\$ 100,000
Bid Item Sub Total				\$ 191,230
Drainage				20% \$ 38,246
Lighting				10% \$ 19,123
Signing and Striping				5% \$ 9,562
Traffic Control				15% \$ 28,685
Bid Item Contingency				25% \$ 47,808
Bid Item Sub-Total				\$ 334,653
Mobilization				7% \$ 23,426
Construction Total				\$ 358,078
Construction Engineering				7% \$ 25,065
Preliminary Engineering				10.00% \$ 35,808
Construction Contingency				3.00% \$ 10,742
Right of Way				3.00% \$ 10,742
Utility Relocation				5.00% \$ 17,904
Total				\$ 500,000

Sherman Lane High-T				
Construction Cost Estimate Revised: October 23, 2025			Design Level: AA Estimated By: CDV Checked By: JDH	
Item	Quantity	Unit	Unit Price	Amount
CONSTRUCTION				
Demolition				
Removal of Bituminous Surface	300.0	SQYD	\$35	\$ 10,500
Removal of Base Course	300.0	SQYD	\$35	\$ 10,500
Roadway				
Plantmix Surfacing (Type 2) (Wet)	155.00	TON	\$200	\$ 31,000
Type 1 Class B Aggregate Base	238.00	CUYD	\$85	\$ 20,230
Class A Concrete Curb	350.0	LINFT	\$40	\$ 14,000
Class A Concrete (Island Paving)	250.0	SQFT	\$20	\$ 5,000
Bid Item Sub Total			\$	91,230
			Drainage 20%	\$ 18,246
			Landscape and Aesthetics 3%	\$ 2,737
			Lighting 10%	\$ 9,123
			Signing and Striping 5%	\$ 4,562
			Traffic Control 15%	\$ 13,685
			Bid Item Contingency 25%	\$ 22,808
Bid Item Sub-Total			\$	162,389
			Mobilization 7%	\$ 11,367
Construction Total			\$	173,757
			Construction Engineering 7%	\$ 12,163
			Preliminary Engineering 10.00%	\$ 17,376
			Construction Contingency 3.00%	\$ 5,213
			Right of Way 0.00%	\$ -
			Utility Relocation 0.00%	\$ -
			Total \$	300,000

Arrowhead Rd. Rt. Turn Lane

Construction Cost Estimate
Revised: October 23, 2025

Design Level: AA
Estimated By: CDV
Checked By: JDH

Item	Quantity	Unit	Unit Price	Amount
CONSTRUCTION				
Demolition				
Roadway Excavation	1091.0	SQYD	\$20	\$ 21,820
Roadway				
Plantmix Surfacing (Type 2) (Wet)	61.00	TON	\$200	\$ 12,200
Type 1 Class B Aggregate Base	93.00	CUYD	\$85	\$ 7,905
Class A Concrete Curb & Gutter	670.0	LINFT	\$60	\$ 40,200
Traffic				
Modify Existing Traffic Signal System	1.0	LS	\$50,000	\$ 50,000
Bid Item Sub Total				\$ 132,125
Drainage 20%				\$ 26,425
Landscape and Aesthetics 3%				\$ 3,964
Lighting 10%				\$ 13,213
Signing and Striping 5%				\$ 6,606
Traffic Control 15%				\$ 19,819
Bid Item Contingency 25%				\$ 33,031
Bid Item Sub-Total				\$ 235,183
Mobilization 7%				\$ 16,463
Construction Total				\$ 251,645
Construction Engineering 7%				\$ 17,615
Preliminary Engineering 10.00%				\$ 25,165
Construction Contingency 3.00%				\$ 7,549
Right of Way 3.00%				\$ 7,549
Utility Relocation 5.00%				\$ 12,582
Total				\$ 330,000

Nye Lane Signalized High T

Construction Cost Estimate
Revised: October 23, 2025

Design Level: AA
Estimated By: CDV
Checked By: JDH

Item	Quantity	Unit	Unit Price	Amount
CONSTRUCTION				
Demolition				
Removal of Bituminous Surface	300.0	SQYD	\$35	\$ 10,500
Removal of Base Course	300.0	SQYD	\$35	\$ 10,500
Roadway				
Plantmix Surfacing (Type 2) (Wet)	155.00	TON	\$200	\$ 31,000
Type 1 Class B Aggregate Base	238.00	CUYD	\$85	\$ 20,230
Class A Concrete Curb	350.0	LINFT	\$40	\$ 14,000
Class A Concrete (Island Paving)	250.0	SQFT	\$20	\$ 5,000
Traffic				
Traffic Signal System	1.0	LS	\$100,000	\$ 100,000
Bid Item Sub Total				\$ 191,230
Drainage				20% \$ 38,246
Lighting				10% \$ 19,123
Signing and Striping				5% \$ 9,562
Traffic Control				15% \$ 28,685
Bid Item Contingency				25% \$ 47,808
Bid Item Sub-Total				\$ 334,653
Mobilization				7% \$ 23,426
Construction Total				\$ 358,078
Construction Engineering				7% \$ 25,065
Preliminary Engineering				10.00% \$ 35,808
Construction Contingency				3.00% \$ 10,742
Right of Way				3.00% \$ 10,742
Utility Relocation				5.00% \$ 17,904
Total				\$ 500,000

Truck Climbing Lane				
Construction Cost Estimate Revised: October 23, 2025			Design Level: AA Estimated By: CDV Checked By: JDH	
Item	Quantity	Unit	Unit Price	Amount
CONSTRUCTION				
Removal/Earthwork/Grading				
Roadway Excavation	2500.0	CUYD	\$25	\$ 62,500
Removal of Bituminous Surface	7879.0	SQYD	\$10	\$ 78,790
Removal of Base Course	7879.0	SQYD	\$2	\$ 15,758
Roadway				
Plantmix Surfacing (Type 2) (Wet)	6551.00	TON	\$200	\$ 1,310,200
Type 1 Class B Aggregate Base	5020.00	CUYD	\$85	\$ 426,700
Bid Item Sub Total				\$ 1,893,948
Drainage				20% \$ 378,790
Landscape and Aesthetics				3% \$ 56,818
Lighting				10% \$ 189,395
Signing and Striping				5% \$ 94,697
Traffic Control				15% \$ 284,092
Bid Item Contingency				25% \$ 473,487
Bid Item Sub-Total				\$ 3,371,227
Mobilization				7% \$ 235,986
Construction Total				\$ 3,607,213
Construction Engineering				7% \$ 252,505
Preliminary Engineering				10.00% \$ 360,721
Construction Contingency				3.00% \$ 108,216
Right of Way				0.00% \$ -
Utility Relocation				5.00% \$ 180,361
Total				\$ 4,600,000

MUP Carson to Mound House				
Construction Cost Estimate Revised: October 23, 2025			Design Level: AA Estimated By: CDV Checked By: JDH	
Item	Quantity	Unit	Unit Price	Amount
CONSTRUCTION				
Earthwork/Grading				
Roadway Excavation	2000.0	CUYD	\$35	\$ 70,000
V&T Railroad Crossing	1.0	LS	\$250,000	\$ 250,000
Multi-Use Path (One Side)				
Plantmix Surfacing (Type 2) (Wet)	1637.72	TON	\$200	\$ 327,544
Type 1 Class B Aggregate Base	2509.92	CUYD	\$85	\$ 213,343
Bid Item Sub Total				\$ 860,887
Drainage				20% \$ 172,177
Landscape and Aesthetics				3% \$ 25,827
Lighting				10% \$ 86,089
Signing and Striping				5% \$ 43,044
Traffic Control				15% \$ 129,133
Bid Item Contingency				25% \$ 215,222
Bid Item Sub-Total				\$ 1,532,379
Mobilization				7% \$ 107,267
Construction Total				\$ 1,639,645
Construction Engineering				7% \$ 114,775
Preliminary Engineering				10.00% \$ 163,965
Construction Contingency				3.00% \$ 49,189
Right of Way				3.00% \$ 49,189
Utility Relocation				5.00% \$ 81,982
Total				\$ 2,100,000

Flint Dr. Signalized High-T

Construction Cost Estimate
Revised: October 23, 2025

Design Level: AA
Estimated By: CDV
Checked By: JDH

Item	Quantity	Unit	Unit Price	Amount
CONSTRUCTION				
Demolition				
Removal of Bituminous Surface	300.0	SQYD	\$35	\$ 10,500
Removal of Base Course	300.0	SQYD	\$35	\$ 10,500
Roadway				
Class A Concrete Curb	800.0	LINFT	\$40	\$ 32,000
Class A Concrete (Island Paving)	300.0	SQFT	\$20	\$ 6,000
Traffic				
Traffic Signal System	1.0	LS	\$100,000	\$ 100,000
Bid Item Sub Total				\$ 159,000
Drainage				20% \$ 31,800
Landscape and Aesthetics				0% \$ -
Lighting				0% \$ -
Signing and Striping				5% \$ 7,950
Traffic Control				15% \$ 23,850
Bid Item Contingency				25% \$ 39,750
Bid Item Sub-Total				\$ 262,350
Mobilization				7% \$ 18,365
Construction Total				\$ 280,715
Construction Engineering				7% \$ 19,650
Preliminary Engineering				10.00% \$ 28,071
Construction Contingency				3.00% \$ 8,421
Right of Way				0.00% \$ -
Utility Relocation				5.00% \$ 14,036
Total				\$ 400,000

Mound House Corridor Lighting				
Construction Cost Estimate Revised: October 23, 2025			Design Level: AA Estimated By: CDV Checked By: JDH	
Item	Quantity	Unit	Unit Price	Amount
CONSTRUCTION				
Roadway Lighting				
Install/Upgrade Lighting at Major Intersections				\$ -
Linehan - 3 Type 7 Poles	3	Each	\$15,000	\$ 45,000
Highland - 8 Type 7 Poles	8	Each	\$15,000	\$ 120,000
Newman - 4 Type 7 Poles	4	Each	\$15,000	\$ 60,000
Kit Kat/Julius - 4 Type 7 Poles	4	Each	\$15,000	\$ 60,000
Hillside - 2 Type 7 Poles	2	Each	\$15,000	\$ 30,000
Alfonso - 4 Type 7 Poles	4	Each	\$15,000	\$ 60,000
Underground Electrical Service with Transformer	4	Each	\$20,000	\$ 80,000
Bid Item Sub Total				\$ 455,000
Traffic Control				15% \$ 68,250
Bid Item Contingency				25% \$ 113,750
Bid Item Sub-Total				\$ 637,000
Mobilization				7% \$ 44,590
Construction Total				\$ 681,590
Construction Engineering				7% \$ 47,711
Preliminary Engineering				10.00% \$ 68,159
Construction Contingency				3.00% \$ 20,448
Right of Way				0.00% \$ -
Utility Relocation				0.00% \$ -
Total				\$ 900,000

Linehan Right In/Out

Construction Cost Estimate
 Revised: October 23, 2025

Design Level: AA
Estimated By: CDV
Checked By: JDH

Item	Quantity	Unit	Unit Price	Amount
CONSTRUCTION				
Demolition				
Removal of Bituminous Surface	1000.0	SQYD	\$35	\$ 35,000
Roadway				
Plantmix Surfacing (Type 2) (Wet)	145.00	TON	\$200	\$ 29,000
Type 1 Class B Aggregate Base	149.00	CUYD	\$85	\$ 12,665
Class A Concrete Curb	2175.0	LINFT	\$40	\$ 87,000
Class A Concrete (Island Paving)	8724.0	SQFT	\$20	\$ 174,480
Bid Item Sub Total				\$ 338,145
Drainage				20% \$ 67,629
Landscape and Aesthetics				3% \$ 10,144
Lighting				10% \$ 33,815
Signing and Striping				5% \$ 16,907
Traffic Control				15% \$ 50,722
Bid Item Contingency				25% \$ 84,536
Bid Item Sub-Total				\$ 601,898
Mobilization				7% \$ 42,133
Construction Total				\$ 644,031
Construction Engineering				7% \$ 45,082
Preliminary Engineering				10.00% \$ 64,403
Construction Contingency				3.00% \$ 19,321
Right of Way				0.00% \$ -
Utility Relocation				5.00% \$ 32,202
Total				\$ 900,000

Highland Dr. PHB System

Construction Cost Estimate
 Revised: October 23, 2025

Design Level: AA
Estimated By: CDV
Checked By: JDH

Item	Quantity	Unit	Unit Price	Amount
CONSTRUCTION				
Demolition				
Removal of Bituminous Surface	655.0	SQYD	\$35	\$ 22,925
Removal of Base Course	655.0	SQYD	\$35	\$ 22,925
Roadway				
Plantmix Surfacing (Type 2) (Wet)	0.00	TON	\$200	\$ -
Type 1 Class B Aggregate Base	0.00	CUYD	\$85	\$ -
Class A Concrete Curb	275.0	LINFT	\$40	\$ 11,000
Class A Concrete Curb & Gutter	538.0	LINFT	\$60	\$ 32,280
Class A Concrete (Island Paving)	1313.0	SQFT	\$20	\$ 26,260
Class A Concrete Sidewalk	3141.0	SQFT	\$20	\$ 62,820
Traffic				
Pedestrian Hybrid Signal System or RRFB	1.0	LS	\$100,000	\$ 100,000
Bid Item Sub Total				\$ 278,210
Drainage 20%				\$ 55,642
Landscape and Aesthetics 3%				\$ 8,346
Lighting 10%				\$ 27,821
Signing and Striping 5%				\$ 13,911
Traffic Control 15%				\$ 41,732
Bid Item Contingency 25%				\$ 69,553
Bid Item Sub-Total				\$ 495,214
Mobilization 7%				\$ 34,665
Construction Total				\$ 529,879
Construction Engineering 7%				\$ 37,092
Preliminary Engineering 10.00%				\$ 52,988
Construction Contingency 3.00%				\$ 15,896
Right of Way 3.00%				\$ 15,896
Utility Relocation 5.00%				\$ 26,494
Total				\$ 700,000

Highland Drive Signal System and Red Rock Realignment				
Construction Cost Estimate Revised: October 23, 2025			Design Level: AA Estimated By: CDV Checked By: JDH	
Item	Quantity	Unit	Unit Price	Amount
CONSTRUCTION				
Demolition				
Removal of Base and Surface	500.0	SQYD	\$35	\$ 17,500
Site Prep	1.0	LS	\$500,000	\$ 500,000
Roadway				
Plantmix Surfacing (Type 2) (Wet)	363.00	TON	\$200	\$ 72,600
Type 1 Class B Aggregate Base	556.00	CUYD	\$85	\$ 47,260
Class A Concrete Curb & Gutter	4392.0	LINFT	\$60	\$ 263,520
Class A Concrete Sidewalk	26211.0	SQFT	\$20	\$ 524,220
Signal System				
4-Legged Signal System	1.00	LS	\$400,000	\$ 400,000
Bid Item Sub Total				\$ 1,825,100
			Drainage	20% \$ 365,020
			Landscape and Aesthetics	3% \$ 54,753
			Lighting	10% \$ 182,510
			Signing and Striping	5% \$ 91,255
			Traffic Control	15% \$ 273,765
			Bid Item Contingency	25% \$ 456,275
Bid Item Sub-Total				\$ 3,248,678
			Mobilization	7% \$ 227,407
Construction Total				\$ 3,476,085
			Construction Engineering	7% \$ 243,326
			Preliminary Engineering	10.00% \$ 347,609
			Construction Contingency	3.00% \$ 104,283
			Right of Way	25.00% \$ 869,021
			Utility Relocation	5.00% \$ 173,804
Total				\$ 5,300,000

Bunnyranch Right In/Out

Construction Cost Estimate
Revised: October 23, 2025

Design Level: AA
Estimated By: CDV
Checked By: JDH

Item	Quantity	Unit	Unit Price	Amount
CONSTRUCTION				
Demolition				
Removal of Base and Surface	500.0	SQYD	\$35	\$ 17,500
Roadway				
Plantmix Surfacing (Type 2) (Wet)	194.00	TON	\$200	\$ 38,800
Type 1 Class B Aggregate Base	198.00	CUYD	\$85	\$ 16,830
Class A Concrete Curb	1500.0	LINFT	\$40	\$ 60,000
Class A Concrete (Island Paving)	9000.0	SQFT	\$20	\$ 180,000
Bid Item Sub Total				\$ 313,130
Drainage 20%				\$ 62,626
Landscape and Aesthetics 3%				\$ 9,394
Lighting 10%				\$ 31,313
Signing and Striping 5%				\$ 15,657
Traffic Control 15%				\$ 46,970
Bid Item Contingency 25%				\$ 78,283
Bid Item Sub-Total				\$ 557,371
Mobilization 7%				\$ 39,016
Construction Total				\$ 596,387
Construction Engineering 7%				\$ 41,747
Preliminary Engineering 10.00%				\$ 59,639
Construction Contingency 3.00%				\$ 17,892
Right of Way 0.00%				\$ -
Utility Relocation 0.00%				\$ -
Total				\$ 800,000

Newman Lane RCUT				
Construction Cost Estimate Revised: October 23, 2025			Design Level: AA Estimated By: CDV Checked By: JDH	
Item	Quantity	Unit	Unit Price	Amount
CONSTRUCTION				
Demolition				
Removal of Bituminous Surface	7677.0	SQYD	\$10	\$ 76,770
Removal of Base Course	7677.0	SQYD	\$3	\$ 23,031
Roadway				
Plantmix Surfacing (Type 2) (Wet)	967.00	TON	\$200	\$ 193,400
Type 1 Class B Aggregate Base	741.00	CUYD	\$85	\$ 62,985
Class A Concrete Curb	2500.0	LINFT	\$40	\$ 100,000
Class A Concrete (Island Paving)	11250.0	SQFT	\$20	\$ 225,000
Bid Item Sub Total				\$ 681,186
Drainage				20% \$ 136,237
Landscape and Aesthetics				3% \$ 20,436
Lighting				10% \$ 68,119
Signing and Striping				5% \$ 34,059
Traffic Control				15% \$ 102,178
Bid Item Contingency				25% \$ 170,297
Bid Item Sub-Total				\$ 1,212,511
Mobilization				7% \$ 84,876
Construction Total				\$ 1,297,387
Construction Engineering				7% \$ 90,817
Preliminary Engineering				10.00% \$ 129,739
Construction Contingency				3.00% \$ 38,922
Right of Way				3.00% \$ 38,922
Utility Relocation				5.00% \$ 64,869
Total				\$ 1,700,000

Kit Kat Lane Right In/Out

Construction Cost Estimate Revised: October 23, 2025		Design Level: AA Estimated By: CDV Checked By: JDH		
Item	Quantity	Unit	Unit Price	Amount
CONSTRUCTION				
Demolition				
Removal of Bituminous Surface	300.0	SQYD	\$35	\$ 10,500
Removal of Base Course	300.0	SQYD	\$35	\$ 10,500
Roadway				
Plantmix Surfacing (Type 2) (Wet)	155.00	TON	\$200	\$ 31,000
Type 1 Class B Aggregate Base	238.00	CUYD	\$85	\$ 20,230
Class A Concrete Curb	350.0	LINFT	\$40	\$ 14,000
Class A Concrete (Island Paving)	250.0	SQFT	\$20	\$ 5,000
Bid Item Sub Total				\$ 91,230
Drainage				20% \$ 18,246
Landscape and Aesthetics				3% \$ 2,737
Lighting				10% \$ 9,123
Signing and Striping				5% \$ 4,562
Traffic Control				15% \$ 13,685
Bid Item Contingency				25% \$ 22,808
Bid Item Sub-Total				\$ 162,389
Mobilization				7% \$ 11,367
Construction Total				\$ 173,757
Construction Engineering				7% \$ 12,163
Preliminary Engineering				10.00% \$ 17,376
Construction Contingency				3.00% \$ 5,213
Right of Way				0.00% \$ -
Utility Relocation				0.00% \$ -
Total				\$ 300,000

SR-341 4-Legged Roundabout

Construction Cost Estimate
 Revised: October 23, 2025

Design Level: AA
Estimated By: CDV
Checked By: JDH

Item	Quantity	Unit	Unit Price	Amount
CONSTRUCTION				
Demolition				
Removal of Bituminous Surface	24630.0	SQYD	\$35	\$ 862,050
Removal of Base Course	24630.0	SQYD	\$35	\$ 862,050
Roadway				
Plantmix Surfacing (Type 2) (Wet)	10476.00	TON	\$200	\$ 2,095,200
Type 1 Class B Aggregate Base	8028.00	CUYD	\$85	\$ 682,380
Class A Concrete Curb	4665.0	LINFT	\$40	\$ 186,600
Class A Concrete Curb & Gutter	3267.0	LINFT	\$60	\$ 196,020
Class A Concrete (Island Paving)	38672.8	SQFT	\$20	\$ 773,457
Class A Concrete Sidewalk	15889.7	SQFT	\$20	\$ 317,794
Bid Item Sub Total				\$ 5,975,551
Drainage 20%				\$ 1,195,110
Landscape and Aesthetics 3%				\$ 179,267
Signal System (HAWK) 5%				\$ 298,778
Lighting 10%				\$ 597,555
Signing and Striping 5%				\$ 298,778
Traffic Control 15%				\$ 896,333
Bid Item Contingency 25%				\$ 1,493,888
Bid Item Sub-Total				\$ 10,935,258
Mobilization 7%				\$ 765,468
Construction Total				\$ 11,700,726
Construction Engineering 7%				\$ 819,051
Preliminary Engineering 10.00%				\$ 1,170,073
Construction Contingency 3.00%				\$ 351,022
Right of Way 3.00%				\$ 351,022
Utility Relocation 5.00%				\$ 585,036
Total				\$ 15,000,000

SR-341 4-Legged Signal System				
Construction Cost Estimate Revised: October 23, 2025			Design Level: AA Estimated By: CDV Checked By: JDH	
Item	Quantity	Unit	Unit Price	Amount
CONSTRUCTION				
Demolition				
Removal Bit Surface	22000.0	SQYD	\$3	\$ 66,000
Roadway				
Plantmix Surfacing (Type 2) (Wet)	2500.00	TON	\$200	\$ 500,000
Type 1 Class B Aggregate Base	1600.00	CUYD	\$85	\$ 136,000
Class A Concrete Curb	1134.0	LINFT	\$40	\$ 45,360
Class A Concrete (Island Paving)	1471.0	SQFT	\$20	\$ 29,420
Roadway				
Signal System 4-Legged	1.00	LS	\$500,000	\$ 500,000
Bid Item Sub Total				\$ 1,276,780
Drainage 20%				\$ 255,356
Landscape and Aesthetics 3%				\$ 38,303
Lighting 10%				\$ 127,678
Signing and Striping 5%				\$ 63,839
Traffic Control 15%				\$ 191,517
Bid Item Contingency 25%				\$ 319,195
Bid Item Sub-Total				\$ 2,272,668
Mobilization 7%				\$ 159,087
Construction Total				\$ 2,431,755
Construction Engineering 7%				\$ 170,223
Preliminary Engineering 10.00%				\$ 243,176
Construction Contingency 3.00%				\$ 72,953
Right of Way 3.00%				\$ 72,953
Utility Relocation 5.00%				\$ 121,588
Total				\$ 3,200,000

Mound House Collector Roads				
Construction Cost Estimate		Design Level: AA		
Revised: October 23, 2025		Estimated By: CDV		
		Checked By: JDH		
Item	Quantity	Unit	Unit Price	Amount
CONSTRUCTION				
Removal/Earthwork/Grading				
Roadway Excavation	20000	CUYD	\$35	\$ 700,000
Roadway				
Plantmix Surfacing (Type 2) (Wet)	11423.00	TON	\$200	\$ 2,284,600
Type 1 Class B Aggregate Base	17506.00	CUYD	\$85	\$ 1,488,010
Class A Concrete Curb	2500.0	LINFT	\$40	\$ 100,000
Class A Concrete (Island Paving)	11250.0	SQFT	\$20	\$ 225,000
Bid Item Sub Total				\$ 4,797,610
Drainage				20% \$ 959,522
Landscape and Aesthetics				3% \$ 143,928
Lighting				10% \$ 479,761
Signing and Striping				5% \$ 239,881
Traffic Control				15% \$ 719,642
Bid Item Contingency				25% \$ 1,199,403
Bid Item Sub-Total				\$ 8,539,746
Mobilization				7% \$ 597,782
Construction Total				\$ 9,137,528
Construction Engineering				7% \$ 639,627
Preliminary Engineering				10.00% \$ 913,753
Construction Contingency				3.00% \$ 274,126
Right of Way				3.00% \$ 274,126
Utility Relocation				5.00% \$ 456,876
Total				\$ 11,700,000

MUP Mound House North and South Sides				
Construction Cost Estimate Revised: October 23, 2025			Design Level: AA Estimated By: CDV Checked By: JDH	
Item	Quantity	Unit	Unit Price	Amount
CONSTRUCTION				
Removal/Earthwork/Grading				
Roadway Excavation	500	CUYD	\$35	\$ 17,500
Removal of Bituminous Surface	1000.0	SQYD	\$25	\$ 25,000
Multi-Use Path (Both Sides, Truck Climbing to SR341)				
Plantmix Surfacing (Type 2) (Wet)	2753.00	TON	\$200	\$ 550,600
Type 1 Class B Aggregate Base	2109.00	CUYD	\$85	\$ 179,265
Bid Item Sub Total				\$ 772,365
Drainage				20% \$ 154,473
Landscape and Aesthetics				3% \$ 23,171
Lighting				10% \$ 77,237
Signing and Striping				5% \$ 38,618
Traffic Control				15% \$ 115,855
Bid Item Contingency				25% \$ 193,091
Bid Item Sub-Total				\$ 1,374,810
Mobilization				7% \$ 96,237
Construction Total				\$ 1,471,046
Construction Engineering				7% \$ 102,973
Preliminary Engineering				10.00% \$ 147,105
Construction Contingency				3.00% \$ 44,131
Right of Way				3.00% \$ 44,131
Utility Relocation				5.00% \$ 73,552
Total				\$ 1,900,000

APPENDIX B1:

Traffic Forecasting and Operations Methodology



Appendix B1: Traffic Forecasting and Operations Methodology

Overview

This memorandum documents the methodology used to develop traffic forecasts and conduct the operations analysis for the US 50 East Carson City Complete Streets Project. The purpose of this appendix is to provide a clear and consistent description of the analytical approach, data sources, assumptions, and procedures used to evaluate existing and future traffic conditions along the corridor. The analysis supports the assessment of proposed roadway and intersection improvements intended to enhance safety, mobility, and multimodal connectivity throughout the study area.

Study Area

The study corridor encompasses approximately 6.2 miles of the US 50 corridor in eastern Carson City, extending from the I-580 interchange to State Route (SR) 341. The corridor serves as a critical east-west arterial providing access to major employment, commercial, and industrial areas, as well as a regional connection to Lyon County and the Dayton Valley.

Traffic data was collected for 14 intersections along the corridor, representing a mix of signalized and stop-controlled intersections. The intersections included in the study are:

- US 50 & I-580 Ramps (signalized)
- US 50 & Lompa Lane (signalized)
- US 50 & Airport Road (signalized)
- US 50 & Silver State Street
- US 50 & Brown Street
- US 50 & College Parkway (signalized)
- US 50 & Sherman Lane
- US 50 & Empire Ranch Road
- US 50 & Nye Lane
- US 50 & Arrowhead Drive (signalized)
- US 50 & Flint Road
- US 50 & Linehan Road
- US 50 & Red Rock Road
- US 50 & Highlands Drive

US 50 and SR 341 intersection is also part of the stud area but please refer to the NDOT Intersection Control Evaluation (ICE) Study (2025) for detailed operational findings and recommendations at that location.

Analysis Scenarios

Traffic forecasting and operations analyses were performed for the following key scenarios:

- Existing Conditions (2023): Reflecting current traffic volumes, signal timing and operational characteristics.
- Future No-Build Conditions (2050): Representing expected traffic growth without any geometric, signal timing, or operational improvements.
- Future Build Conditions (2050): Representing expected traffic growth and incorporating proposed improvements and intersection enhancements.

Both AM and PM peak-hour conditions were analyzed for each scenario. The results were used to evaluate Level of Service (LOS), delay, and queue lengths at key study intersections.

Data Collection

Turning Movement Count (TMC) data was collected over a 4-hour period during both AM and PM peak periods to capture temporal variations in traffic flow and to identify the systemwide peak hours. The observed data was used to:

- Determine AM and PM peak-hour timeframes.
- Compute Peak Hour Factors (PHF) for each intersection.
- Develop the existing and future volumes to be used in traffic operations models.

PHF was calculated using the standard Highway Capacity Manual (HCM). A PHF approaching 1.00 indicates uniform flow, while lower values indicate short-duration peaks typical of corridors with intermittent congestion or signal progression effects. TMC data was also balanced between adjacent intersections to ensure consistency of inflow and outflow volumes, maintaining a realistic representation of corridor-wide vehicle continuity. This conservative adjustment approach reduces potential model bias and ensures that overall traffic flow is neither over- nor under-estimated. Appendix B-2 provides the traffic counts data collected or the analysis.

Forecasting Methodology

Traffic forecasts were developed by applying annual growth rates derived from the regional Travel Demand Model (TDM) to the existing (2023) volumes. The TDM was validated using NDOT and Carson Area Metropolitan Planning Organization (CAMPO) datasets to ensure consistency with the region's adopted growth assumptions. Following NDOT's Traffic Forecasting Guidelines (2012), a minimum annual growth rate of 0.5% was applied where TDM-derived rates were lower. This ensures a conservative projection consistent with anticipated development and land use patterns east of Carson City. Also, Annual Average Daily Traffic (AADT) and temporal distribution data from the NDOT TRINA website were reviewed to validate and verify that the assumptions and calculations were reasonable and applicable. However, this information was not directly used in calculating the traffic forecasts and the analysis. Accordingly, the applied growth rates used in the analysis are provided in Table below.

Intersection	2020 ADT (Based on TDM)	2050 ADT (Based on TDM)	Calculated 30- Year Growth Rate	Calculated Annual Growth Rate (Based on TDM)	Applied Annual Growth Rate	Applied 27- Year Growth Rate
US-50 & Ramps I-580	39,535	45,598	1.153	1.0048	1.0050	1.144
US-50 & Lompa Lane	37,160	41,334	1.112	1.0036	1.0050	1.144
US-50 & Airport Road	28,431	32,220	1.133	1.0042	1.0050	1.144
US-50 & Silver State Street	27,248	30,802	1.130	1.0041	1.0050	1.144
US-50 & Brown Street	27,248	30,802	1.130	1.0041	1.0050	1.144
US-50 & College Parkway	28,635	32,986	1.152	1.0047	1.0050	1.144
US-50 & Sherman Lane	31,215	37,717	1.208	1.0063	1.0063	1.186
US-50 & Empire Ranch Road	31,995	38,511	1.204	1.0062	1.0062	1.182
US-50 & Nye Lane	35,396	45,023	1.272	1.0081	1.0081	1.242
US-50 & Arrowhead Drive	32,433	42,227	1.302	1.0088	1.0088	1.268
US-50 & Flint Road	31,133	42,362	1.361	1.0103	1.0103	1.319
US-50 & Linehan Road	28,975	40,202	1.387	1.0110	1.0110	1.343
US-50 & Red Rock Road	28,975	40,202	1.387	1.0110	1.0110	1.343
US-50 & Highlands Drive	28,975	40,202	1.387	1.0110	1.0110	1.343

Heavy Vehicle Percentages

US 50 within the study area is designated as part of the National Highway Freight Network. Based on NDOT's 2024 Vehicle Classification Distribution Report, the segment carries approximately 1,700 heavy vehicles per day, representing 5–7% of total traffic, depending on location. Given the corridor's freight significance and its function as an alternate east-west route to I-80 via USA Parkway, freight volumes are anticipated to grow proportionally with regional economic and industrial expansion. This consideration was integrated into the operational analysis by applying the default truck equivalency factors within Synchro to reflect the effect of heavy vehicles on intersection performance and delay.

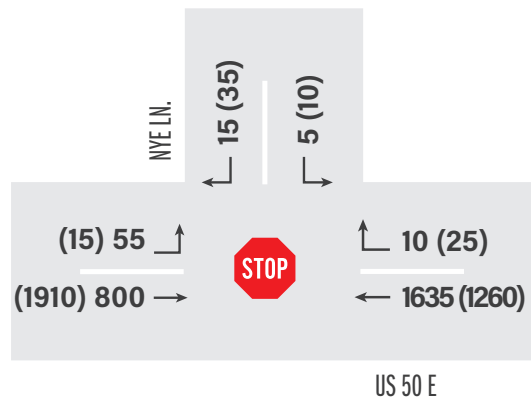
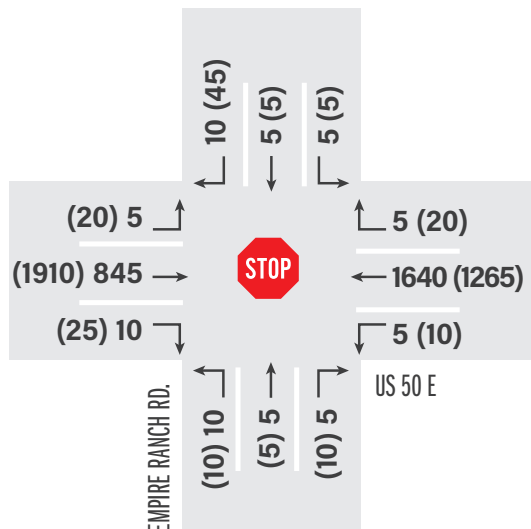
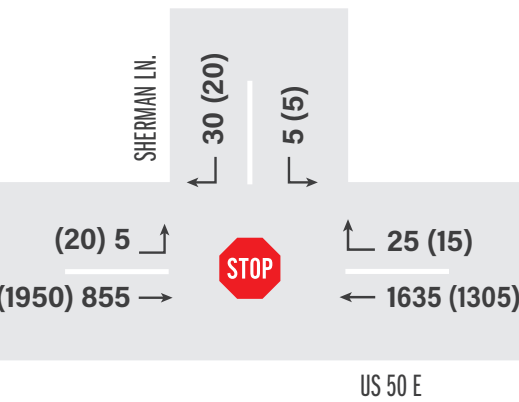
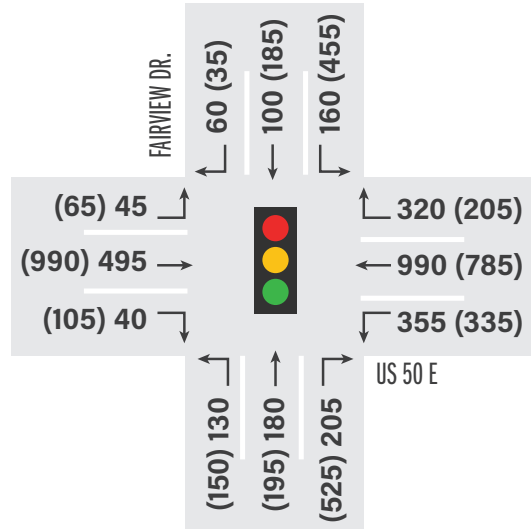
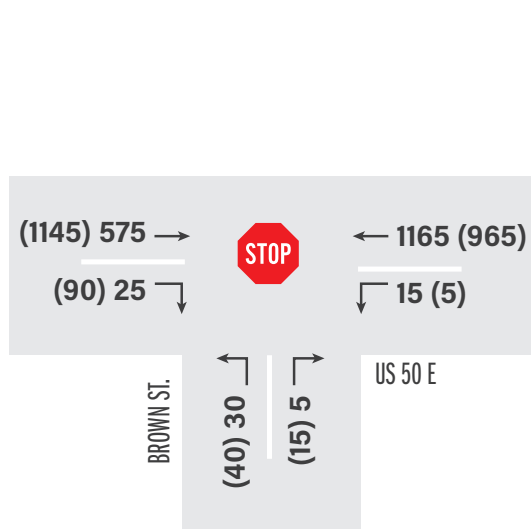
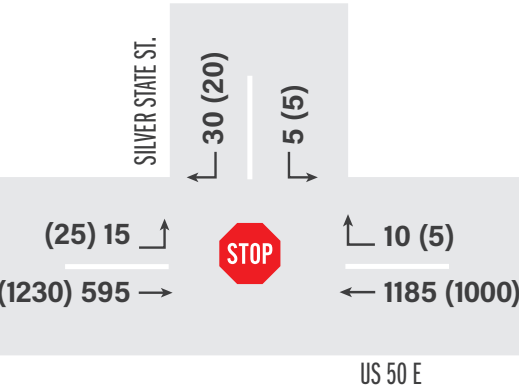
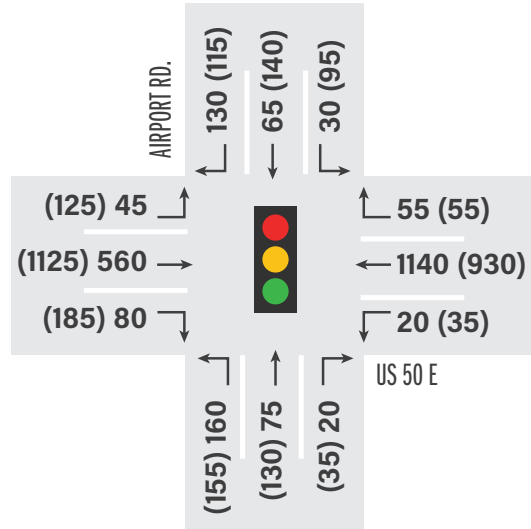
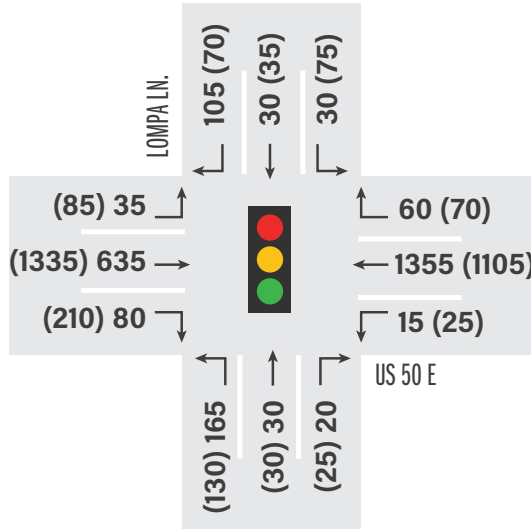
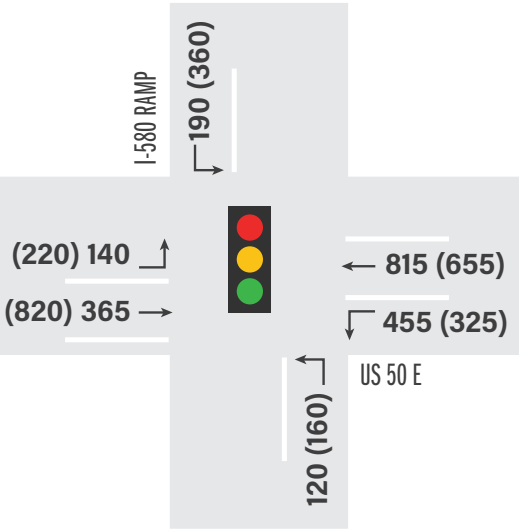
Operations Analysis Tool and Methodology

Traffic operations analysis was conducted using Synchro 12 software, following methodologies consistent with the Highway Capacity Manual (HCM 7th Edition, 2022). For signalized intersections, LOS is determined based on the average control delay per vehicle for all approaches. For unsignalized (stop-controlled) intersections, LOS is based on the control delay of the worst-performing movement. Queue lengths were reported at the 50th percentile for signalized and 95th percentile for unsignalized intersections, per Synchro HCM results. Signal timing and phasing data for existing conditions were collected from Carson City, then coded into Synchro. No-Build scenarios retain existing control parameters, while Build scenarios incorporated recommended timing adjustments, phasing modifications, and geometric changes consistent with proposed design concepts. For intersections not supported under HCM7 methodologies, previous HCM versions were used (rather than Synchro default methodologies) to maintain consistency in analytical outputs. Detailed Synchro reports for all scenarios are provided in Appendix B3.

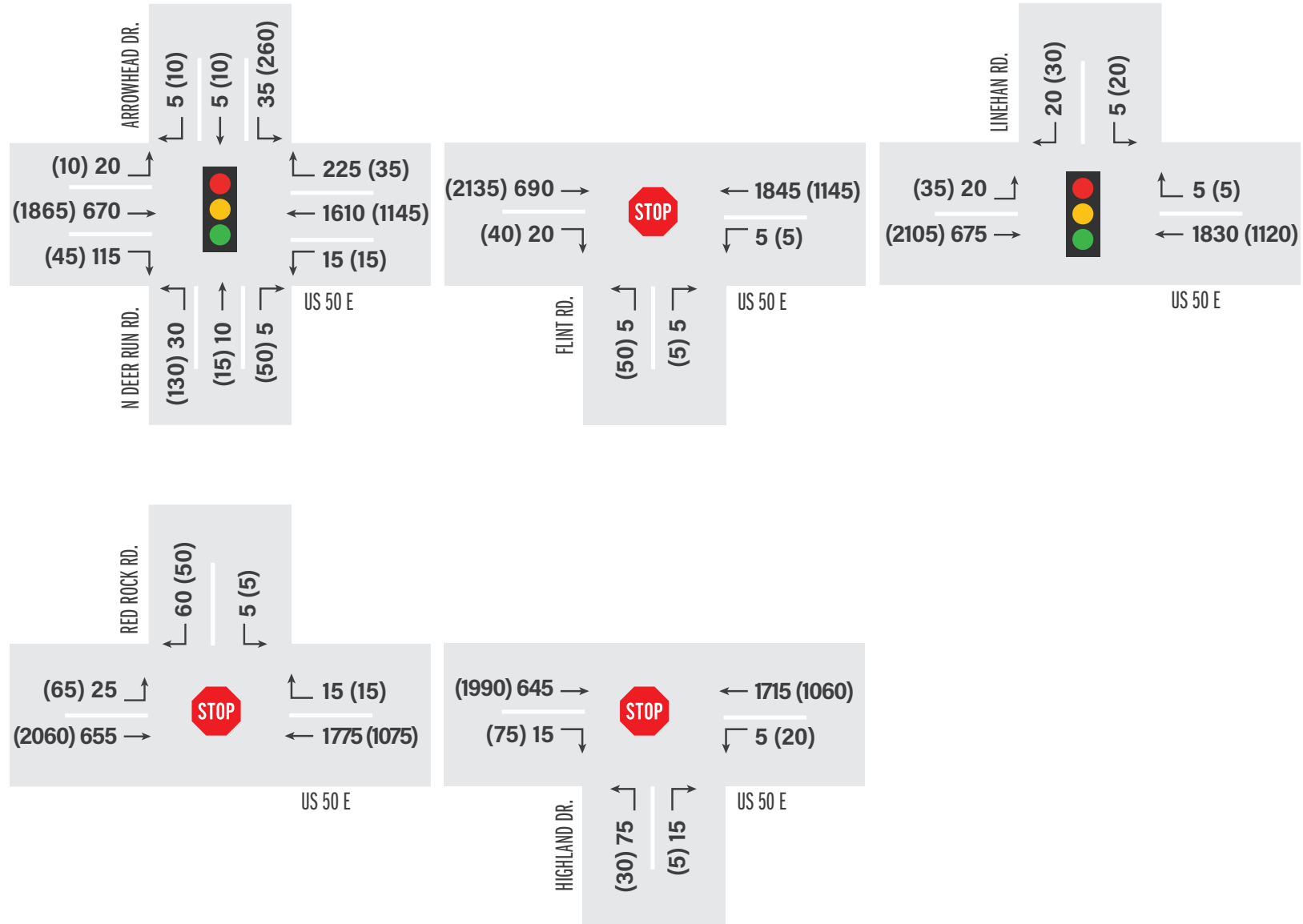
Existing and Forecasted Volumes

The balanced existing (2023) and forecasted (2050) peak-hour volumes for both AM and PM conditions are provided below. These exhibits provide a visual representation of projected traffic volumes used for traffic operations analysis and intersection evaluations.

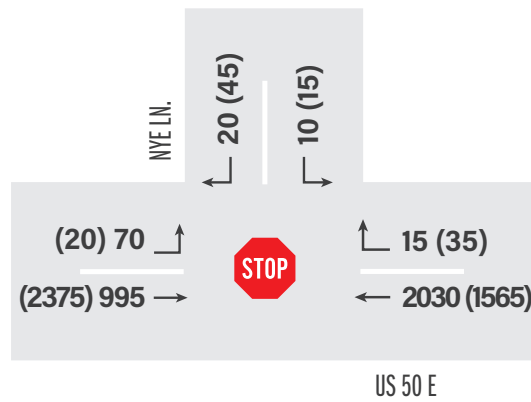
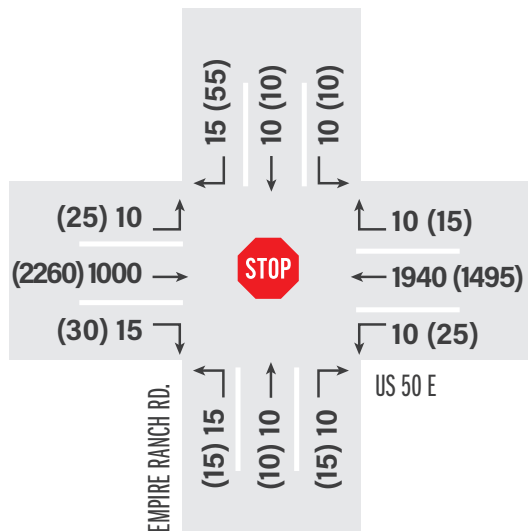
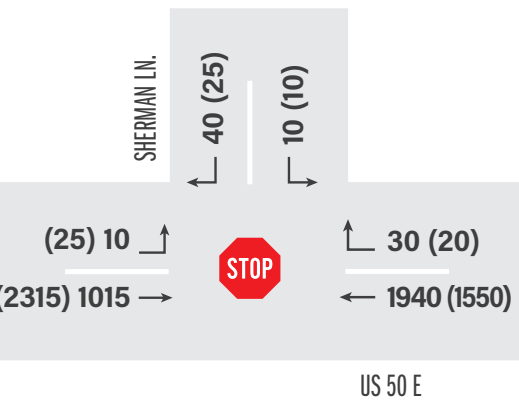
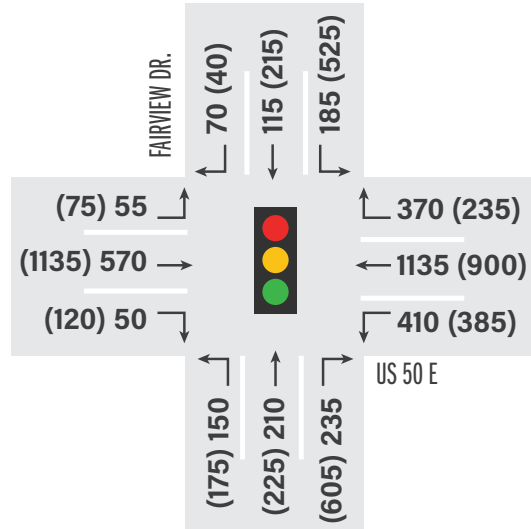
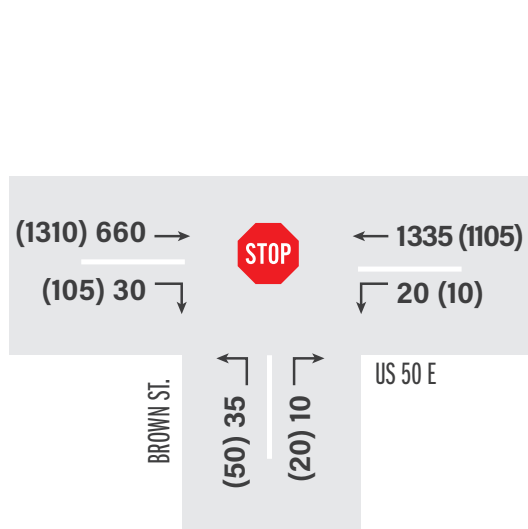
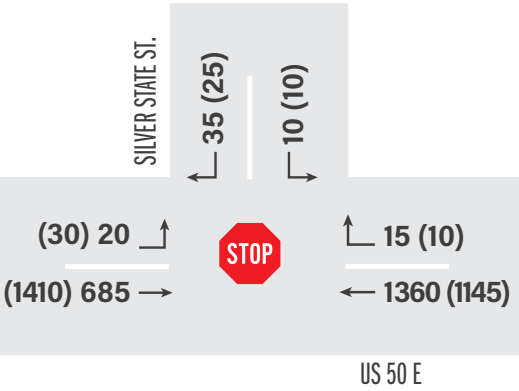
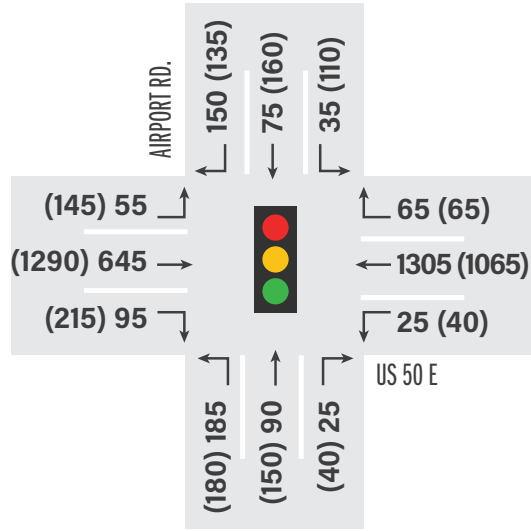
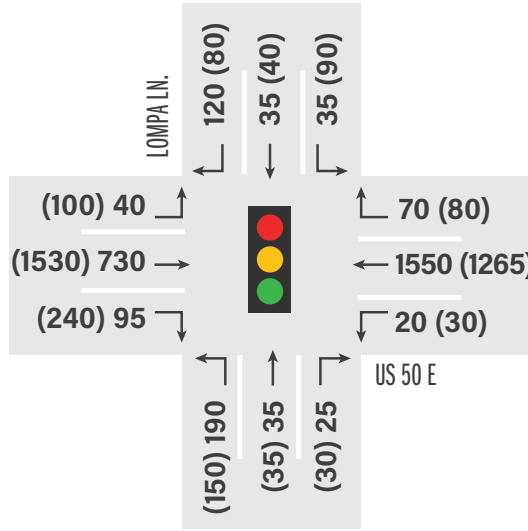
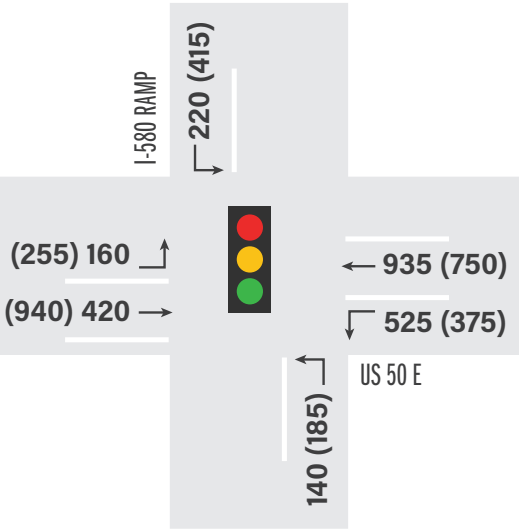
2023 Existing Volumes



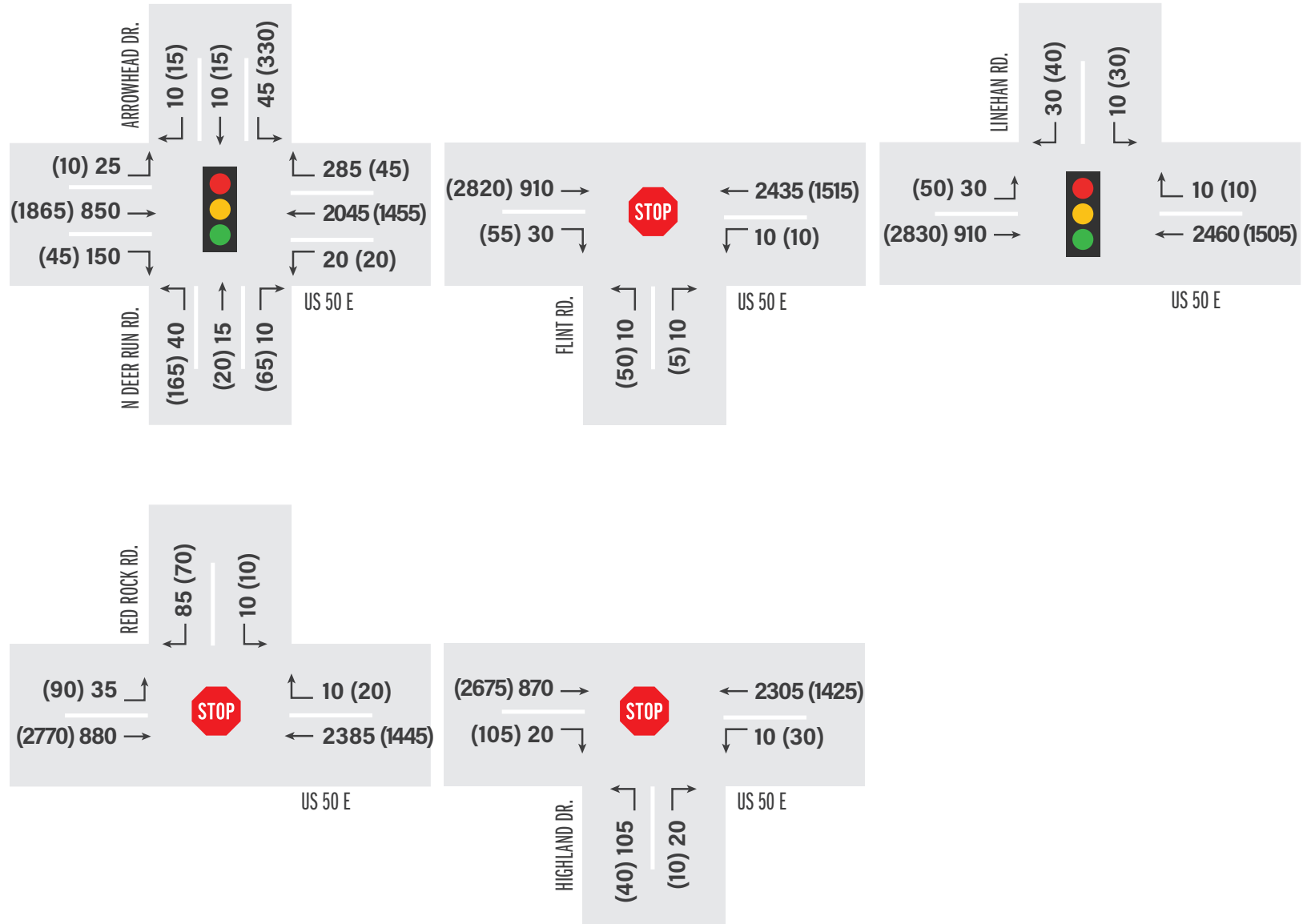
2023 Existing Volumes



2050 Existing Volumes



2050 Existing Volumes



APPENDIX B2: Traffic Counts Data



Silver State Traffic Data Collection, LLC

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

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

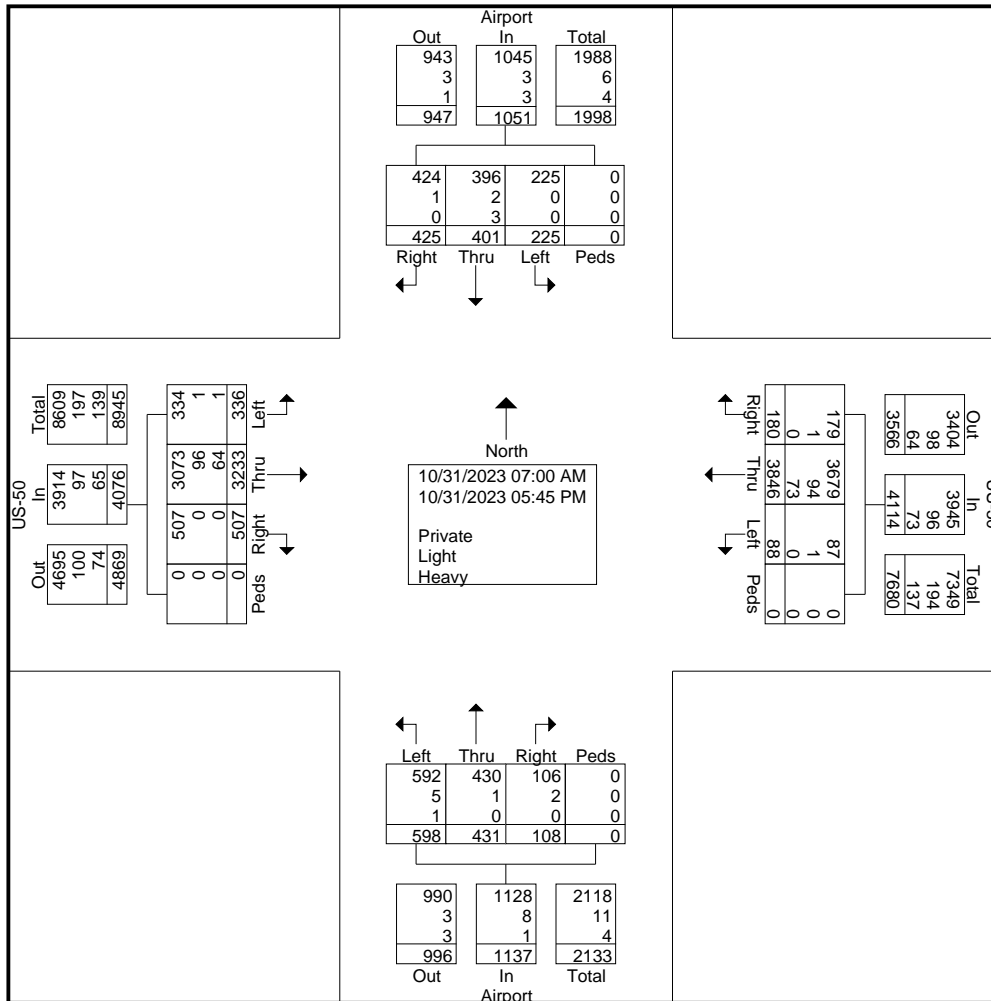
Groups Printed- Private - Light - Heavy

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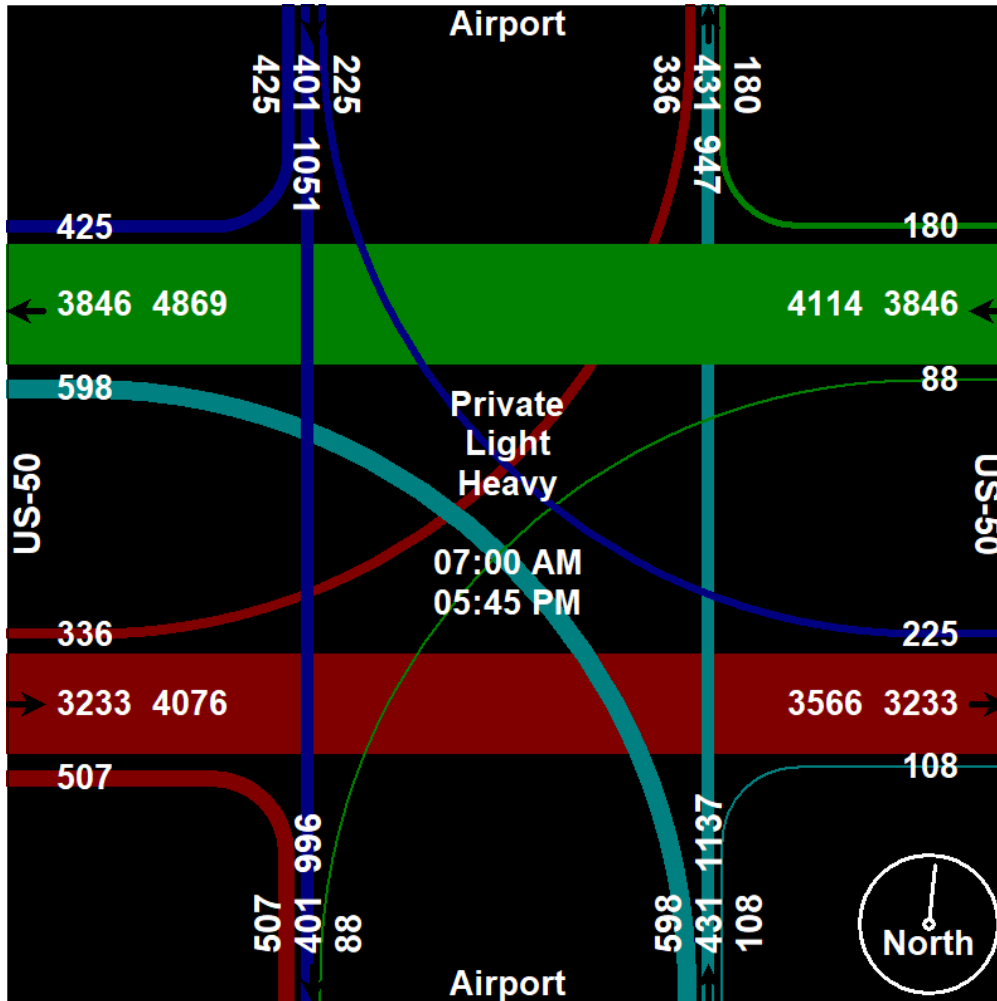
File Name : US-50 and Airport Road
 Site Code : 00000000
 Start Date : 10/31/2023
 Page No : 2



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Page No : 3

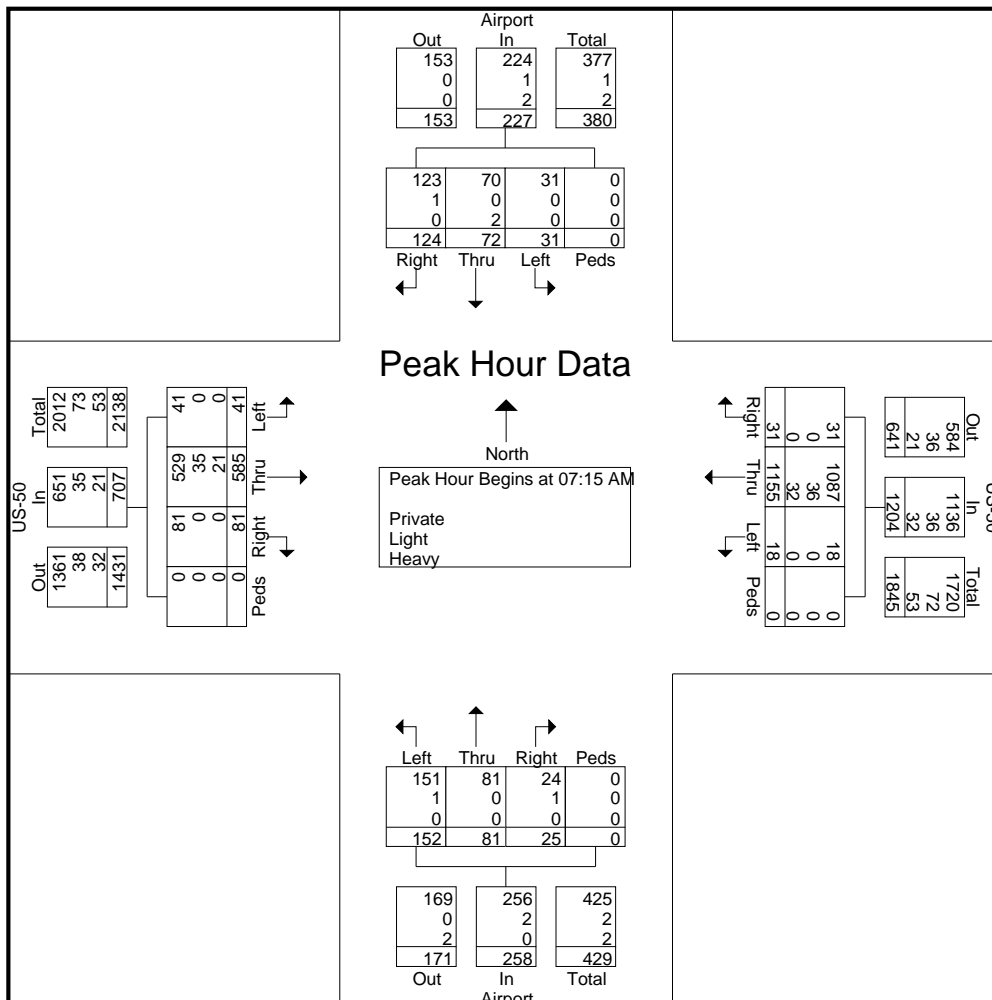


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 Page No : 4

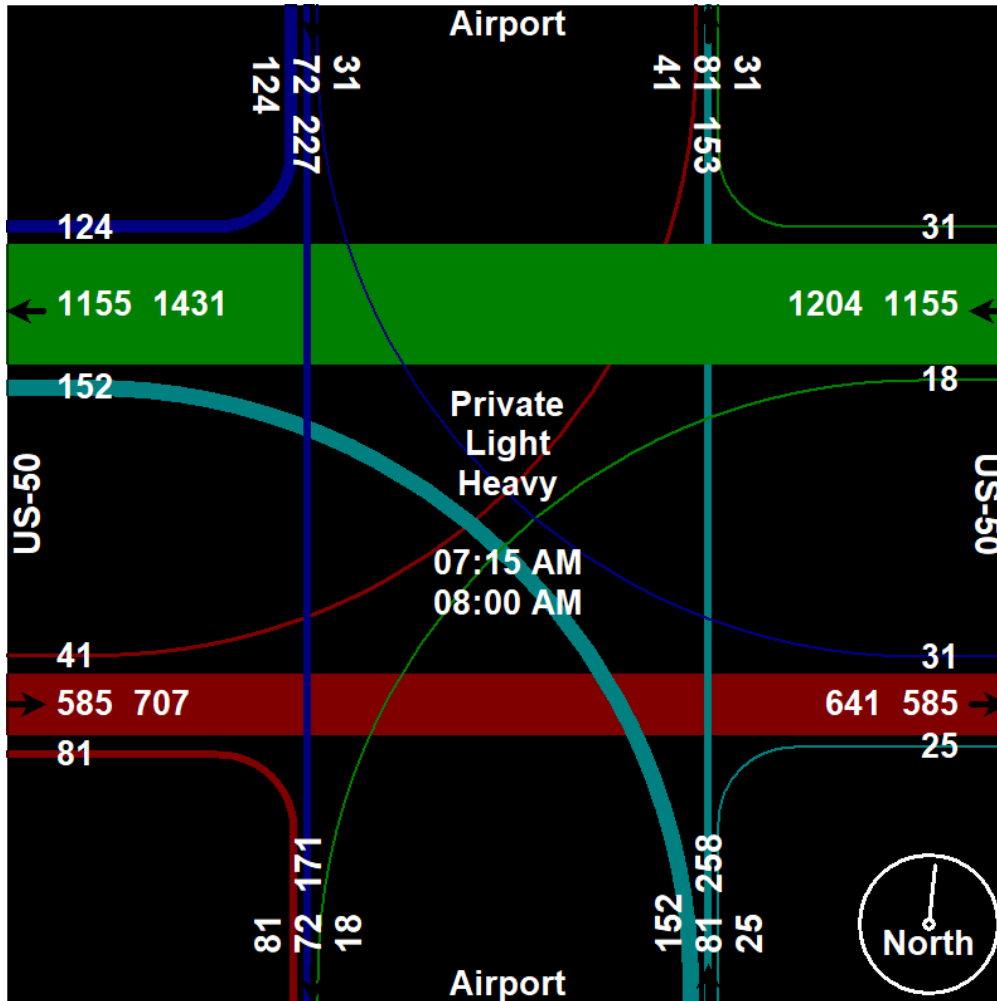
Start Time	Airport Southbound					US-50 Westbound					Airport Northbound					US-50 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
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	100	0	94.4	96.0	100	99.3	0	99.2	100	90.4	100	0	92.1	94.6
% 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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Start Date : 10/31/2023
Page No : 5

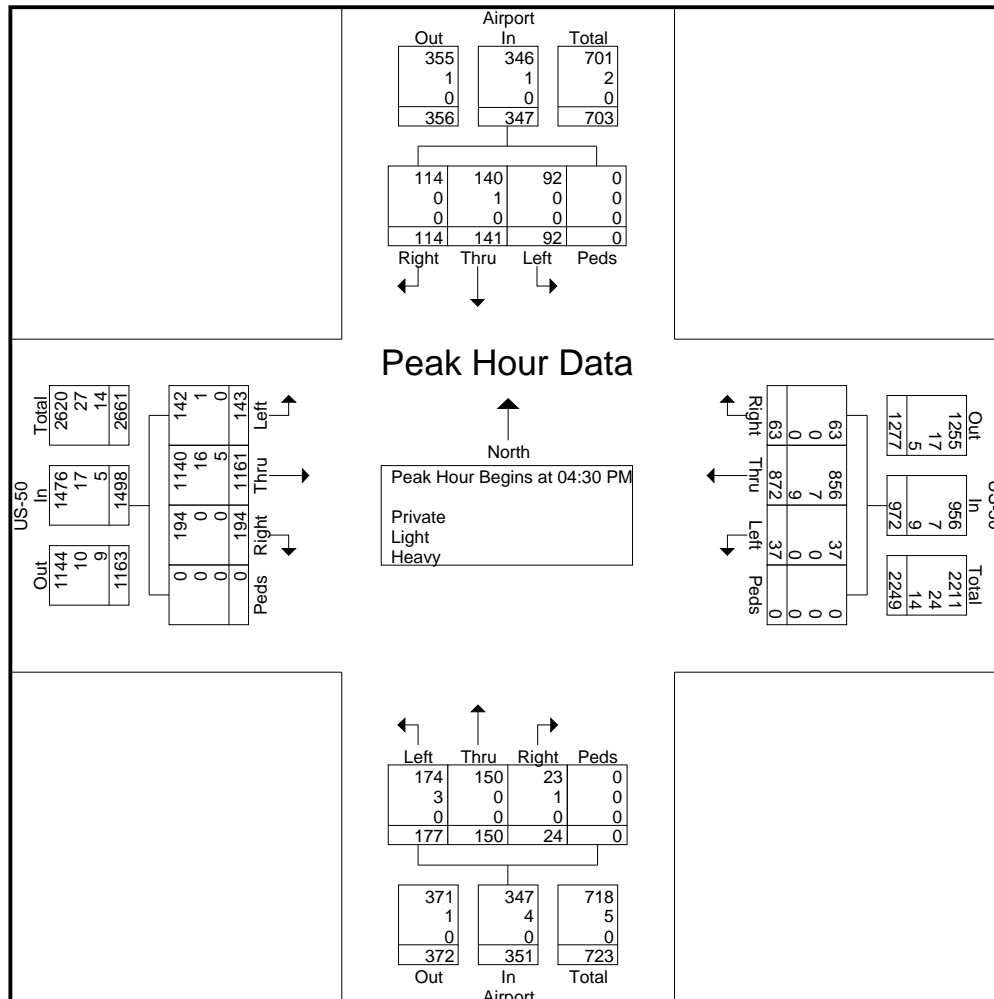


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 Page No : 6

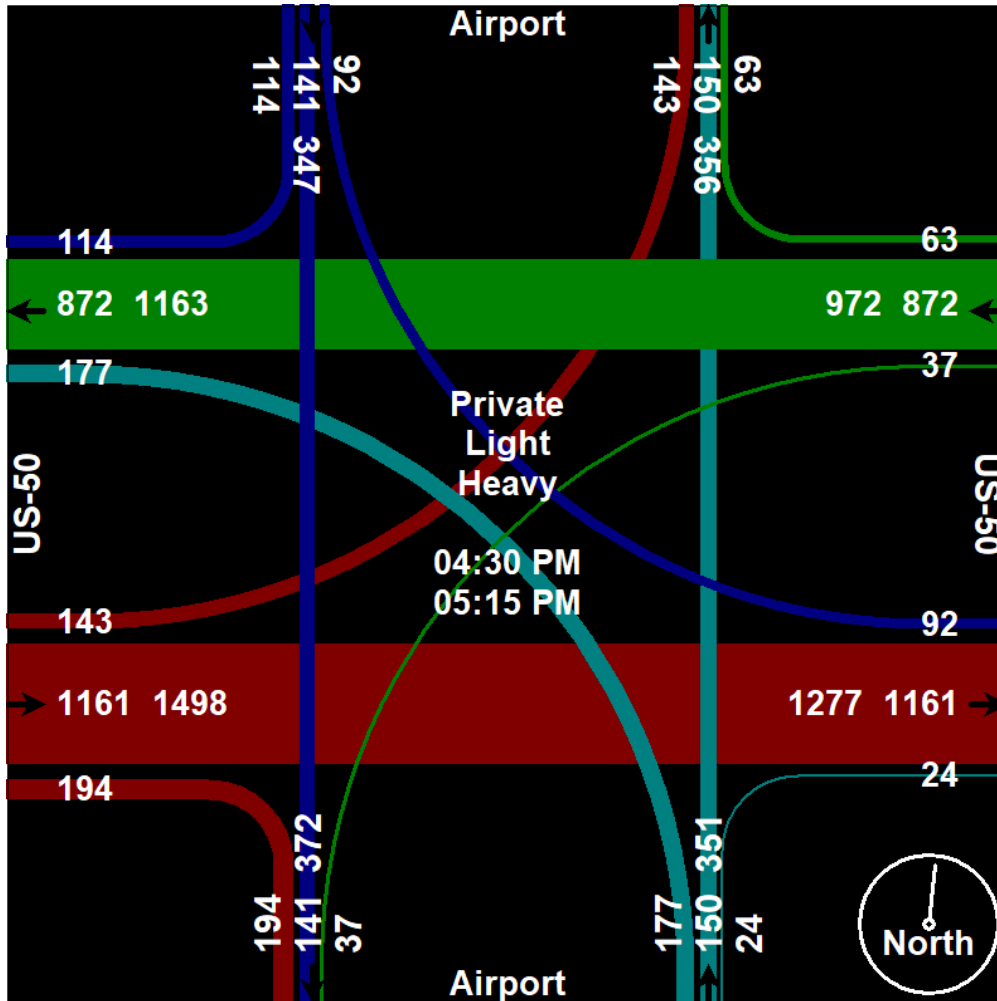
Start Time	Airport Southbound					US-50 Westbound					Airport Northbound					US-50 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
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	0.4	0	0	0	0.3	0.4



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Start Date : 10/31/2023
Page No : 7



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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

Start Time	Linehan Southbound					US-50 Westbound					Northbound	US-50 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		App. Total	Right	Thru	Left	Peds	
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

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 Page No : 2

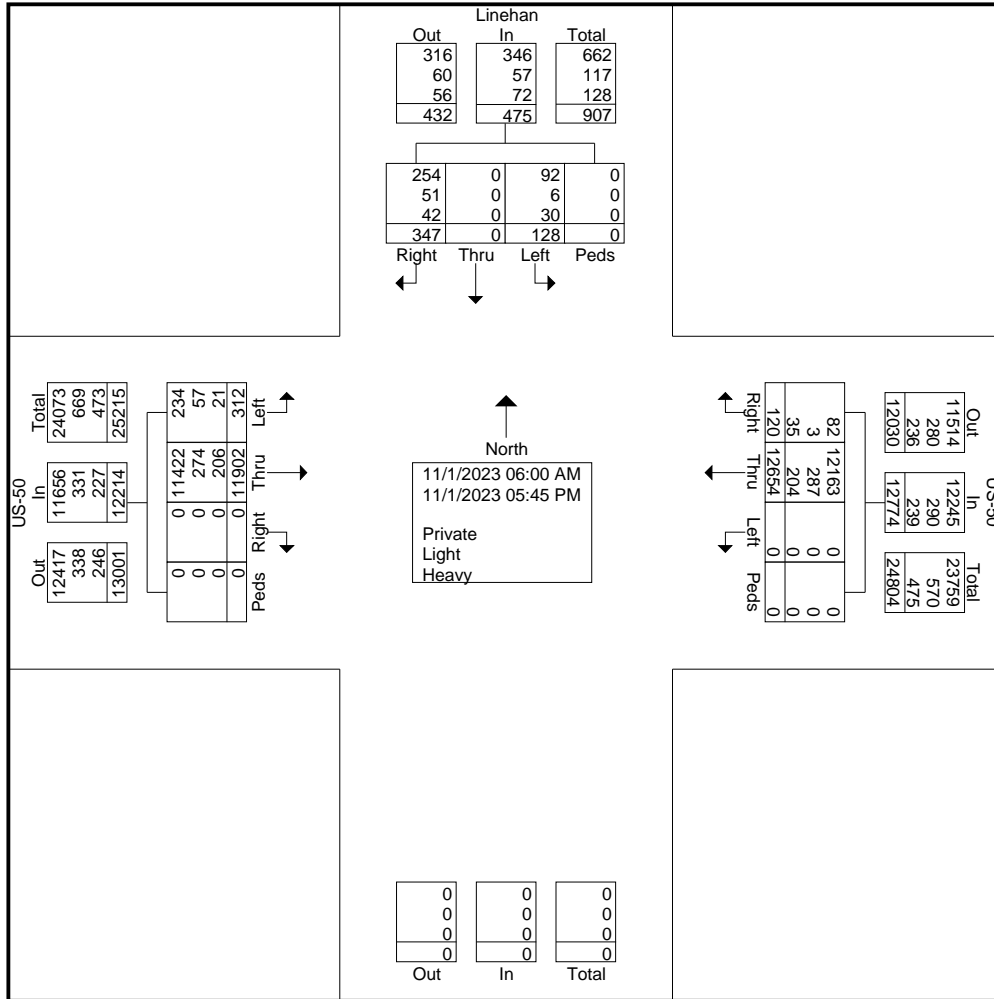
Groups Printed- Private - Light - Heavy

Start Time	Linehan Southbound					US-50 Westbound					Northbound	US-50 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		App. Total	Right	Thru	Left	Peds	
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	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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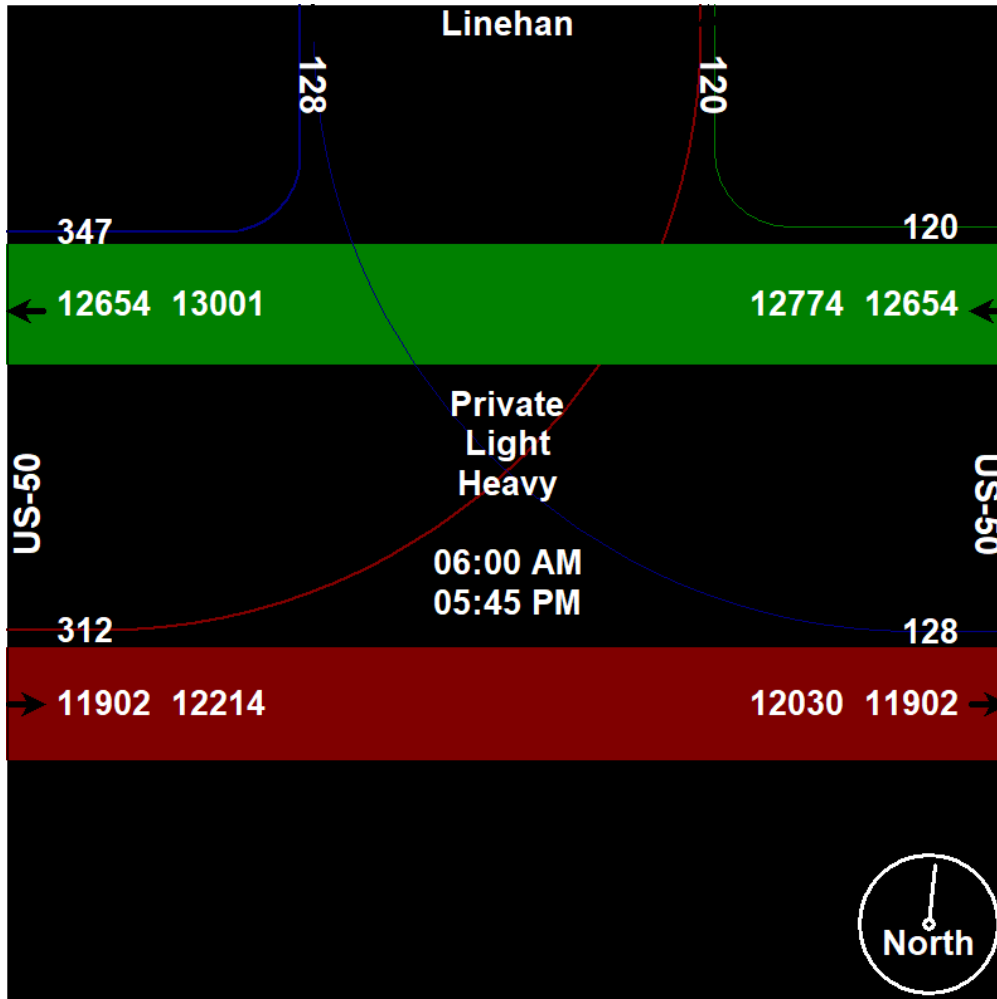
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 Page No : 3



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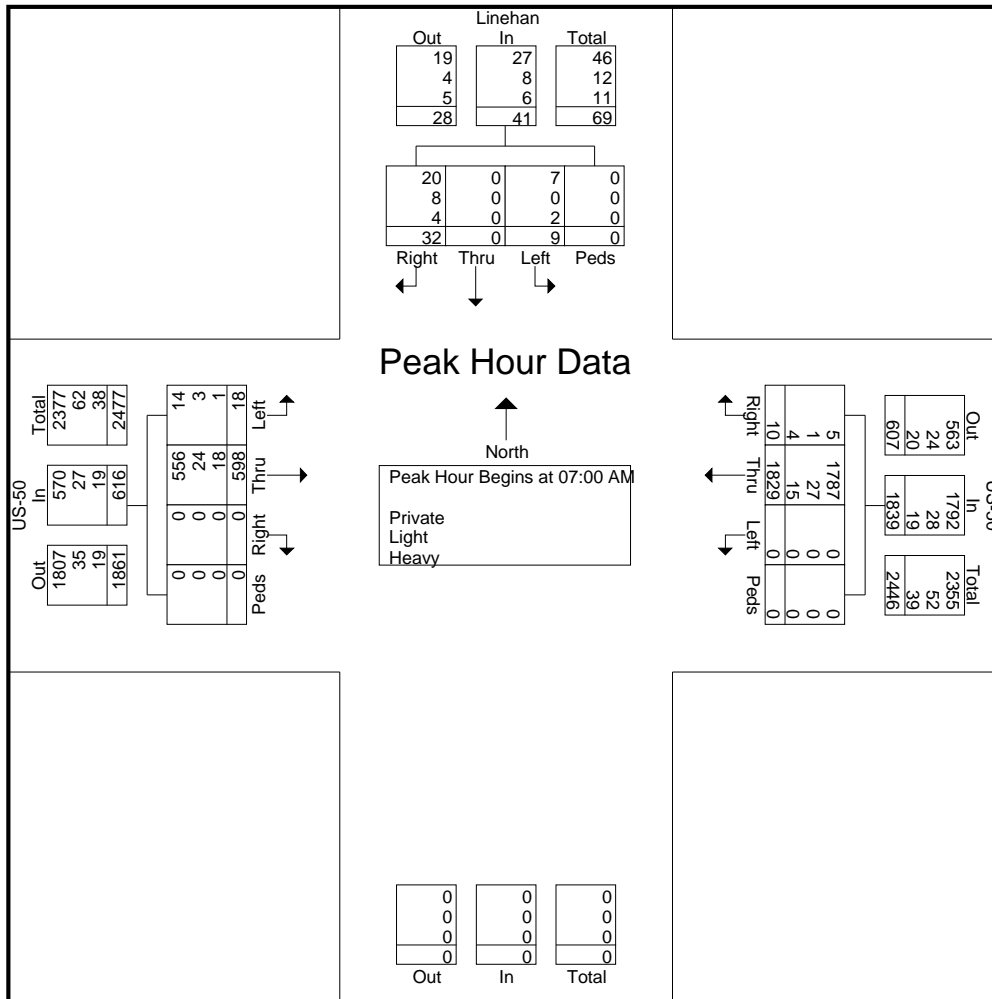


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 Page No : 5

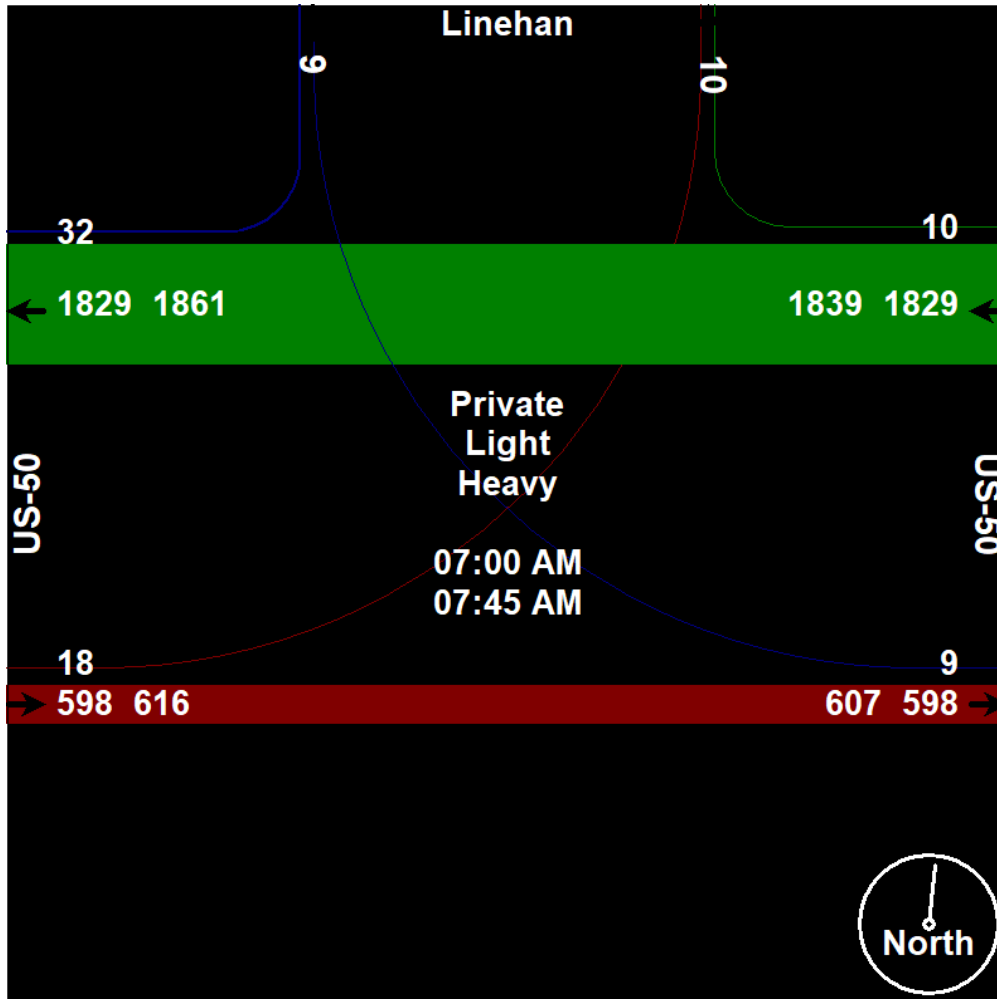
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	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		App. Total	Right	Thru	Left	Peds	
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 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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File Name : US-50 and Linehan Road
Site Code : 00000000
Start Date : 11/1/2023
Page No : 6

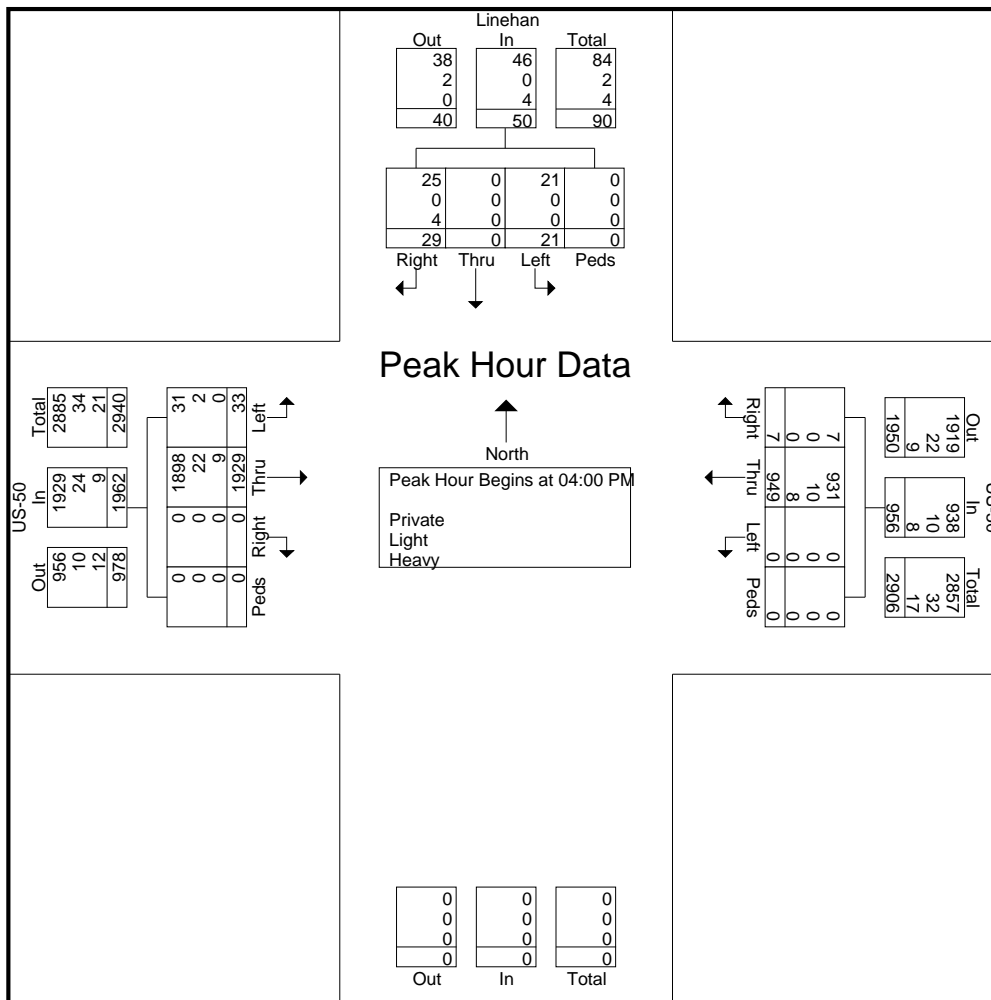


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 Site Code : 00000000
 Start Date : 11/1/2023
 Page No : 7

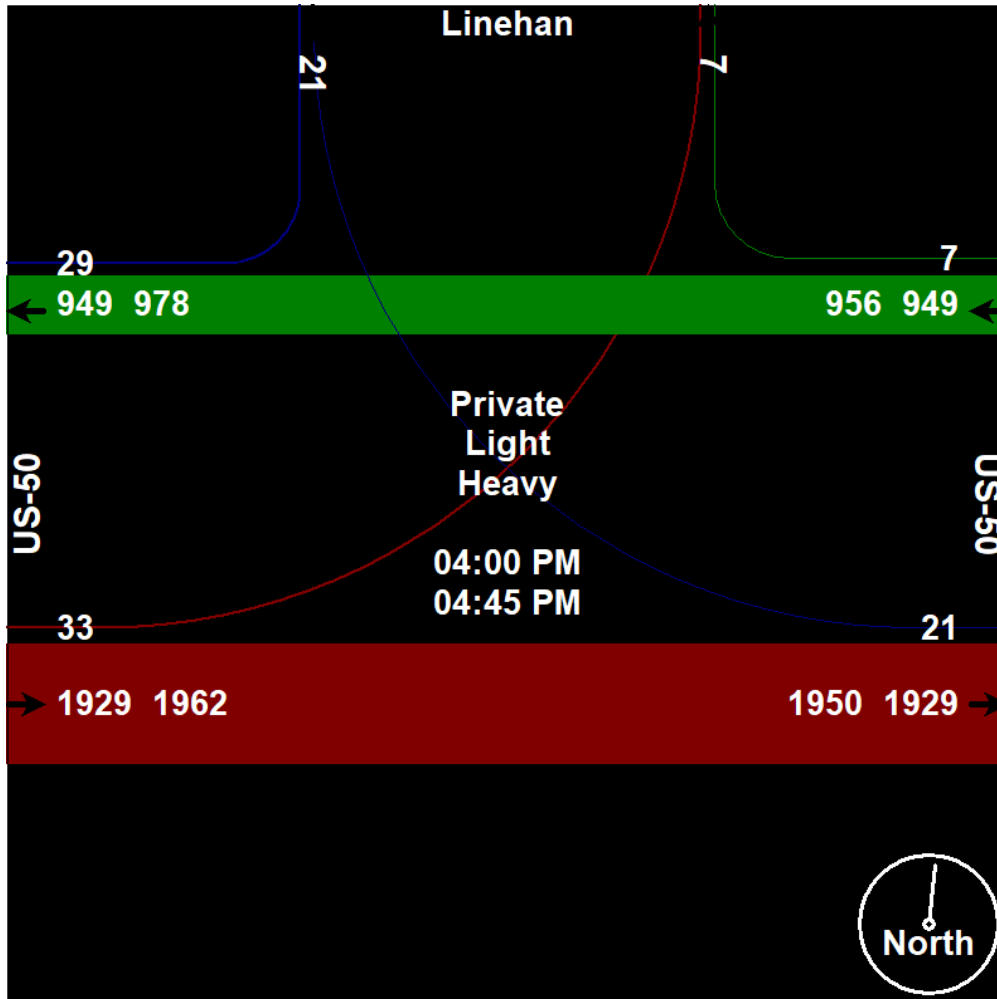
Start Time	Linehan Southbound					US-50 Westbound					Northbound	US-50 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		App. Total	Right	Thru	Left	Peds	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection 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				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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Site Code : 00000000
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

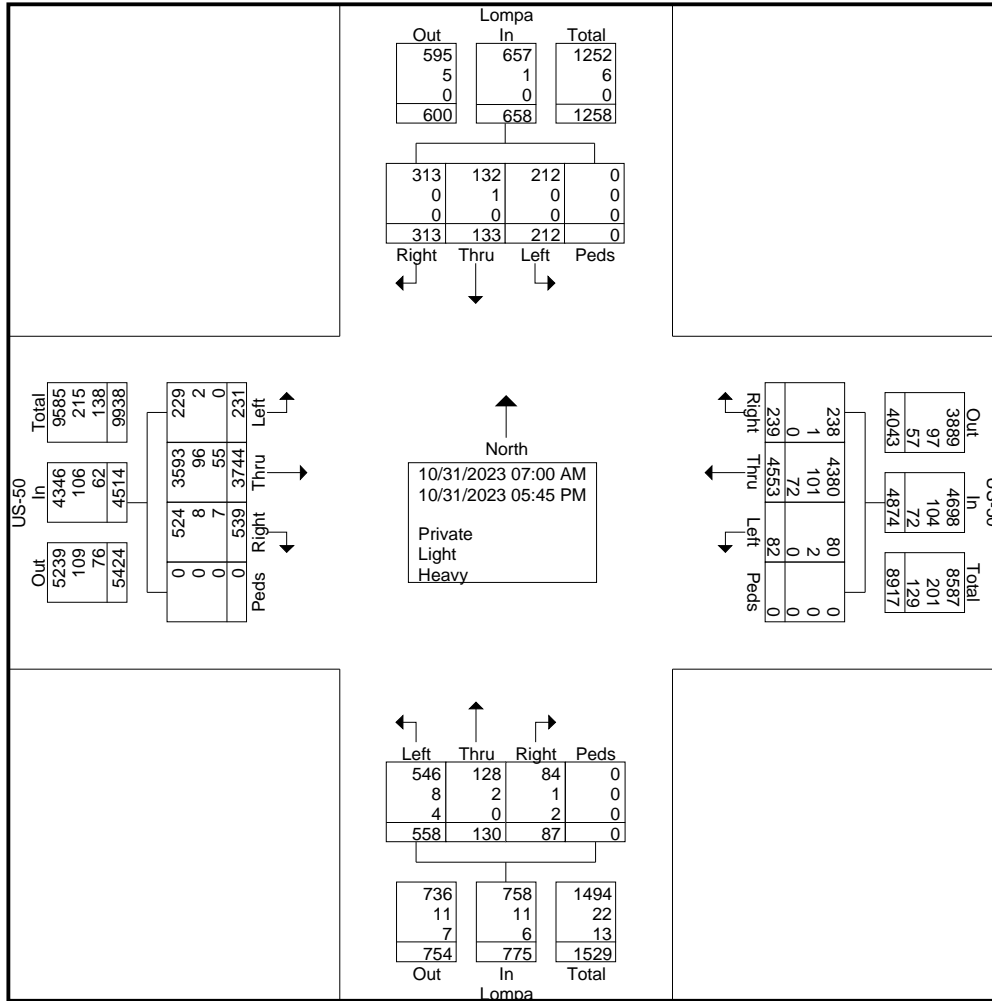
Groups Printed- Private - Light - Heavy

Start Time	Lompa Southbound					US-50 Westbound					Lompa 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	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

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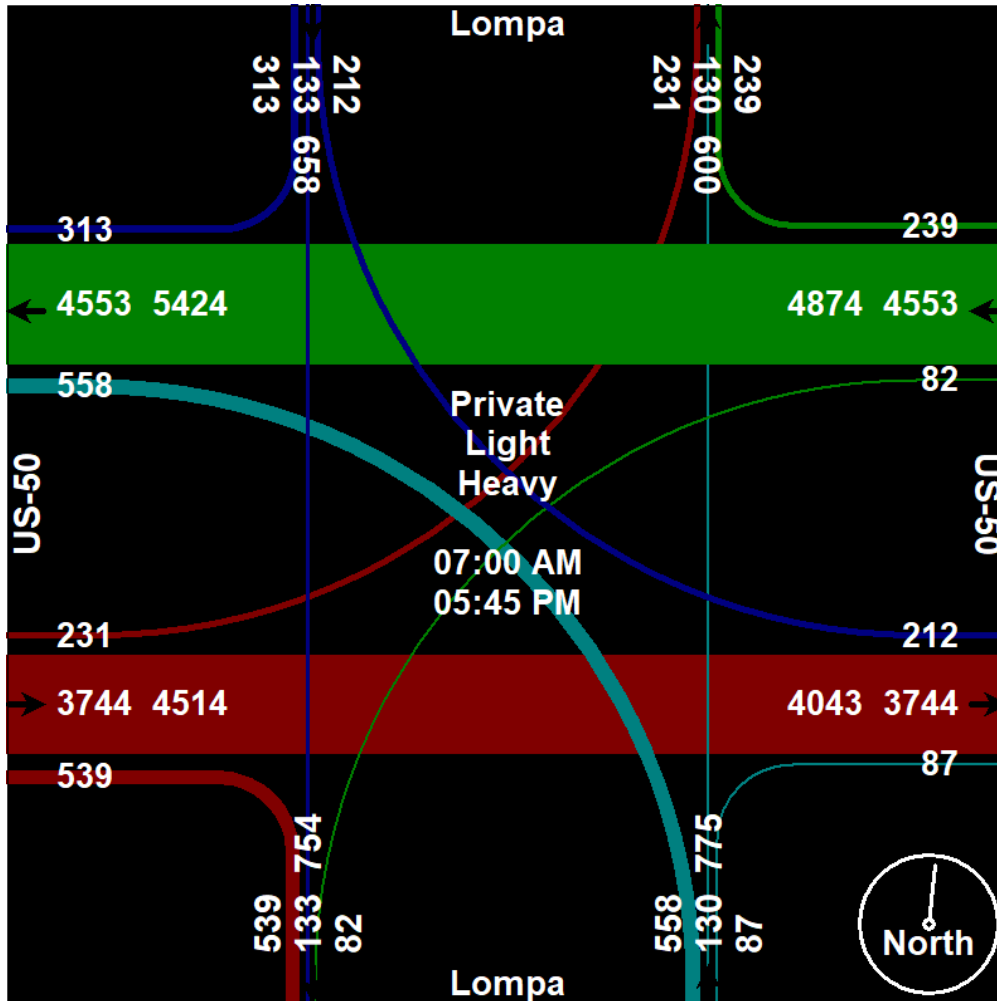
File Name : US-50 and Lompa Lane
 Site Code : 00000000
 Start Date : 10/31/2023
 Page No : 2



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

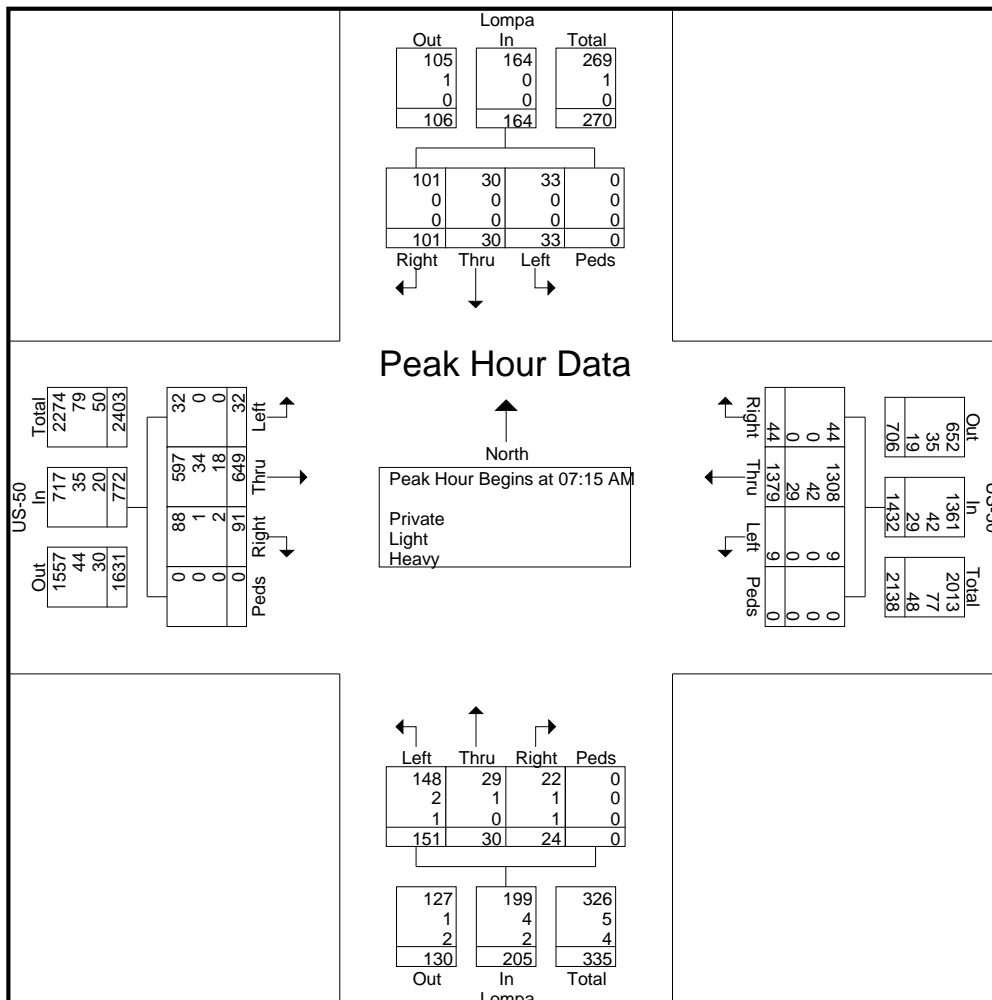


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File Name : US-50 and Lompa Lane
 Site Code : 00000000
 Start Date : 10/31/2023
 Page No : 4

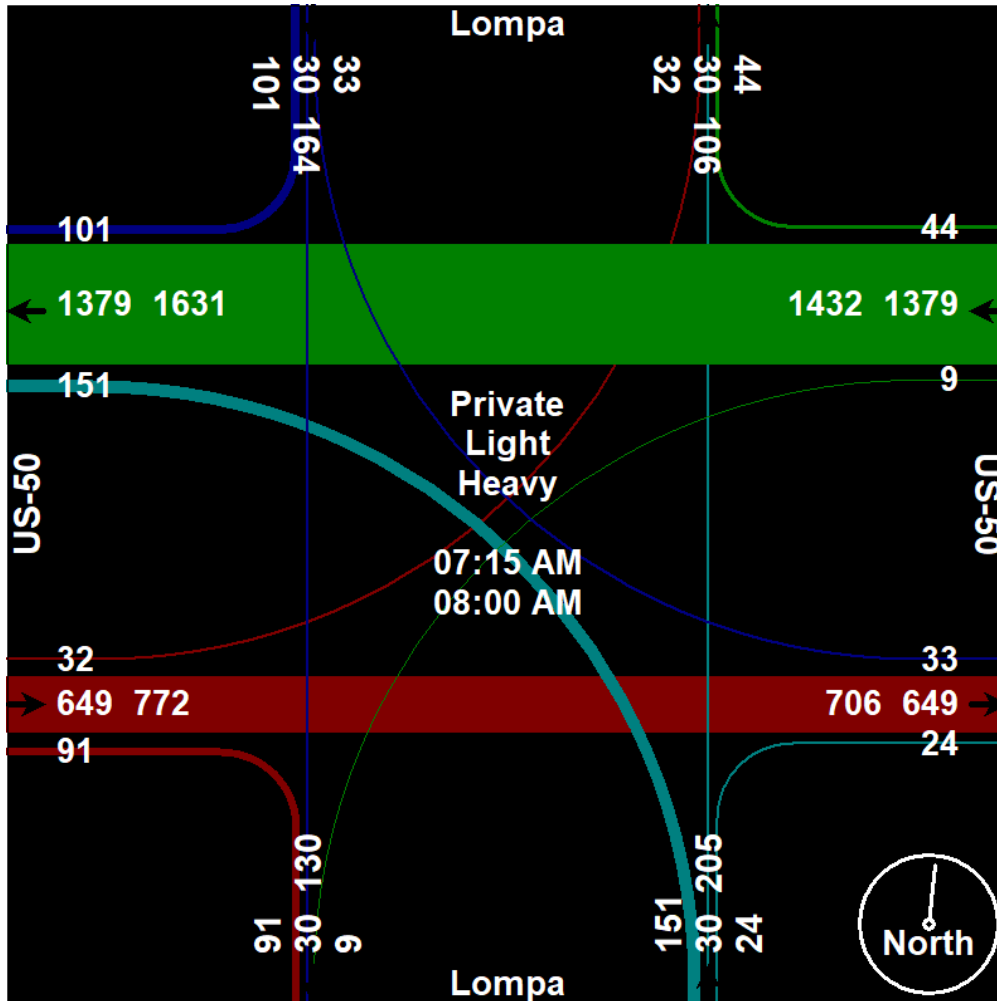
Start Time	Lompa Southbound					US-50 Westbound					Lompa Northbound					US-50 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
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	100	0	95.0	91.7	96.7	98.0	0	97.1	96.7	92.0	100	0	92.9	94.9
% 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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File Name : US-50 and Lompa Lane
Site Code : 00000000
Start Date : 10/31/2023
Page No : 5

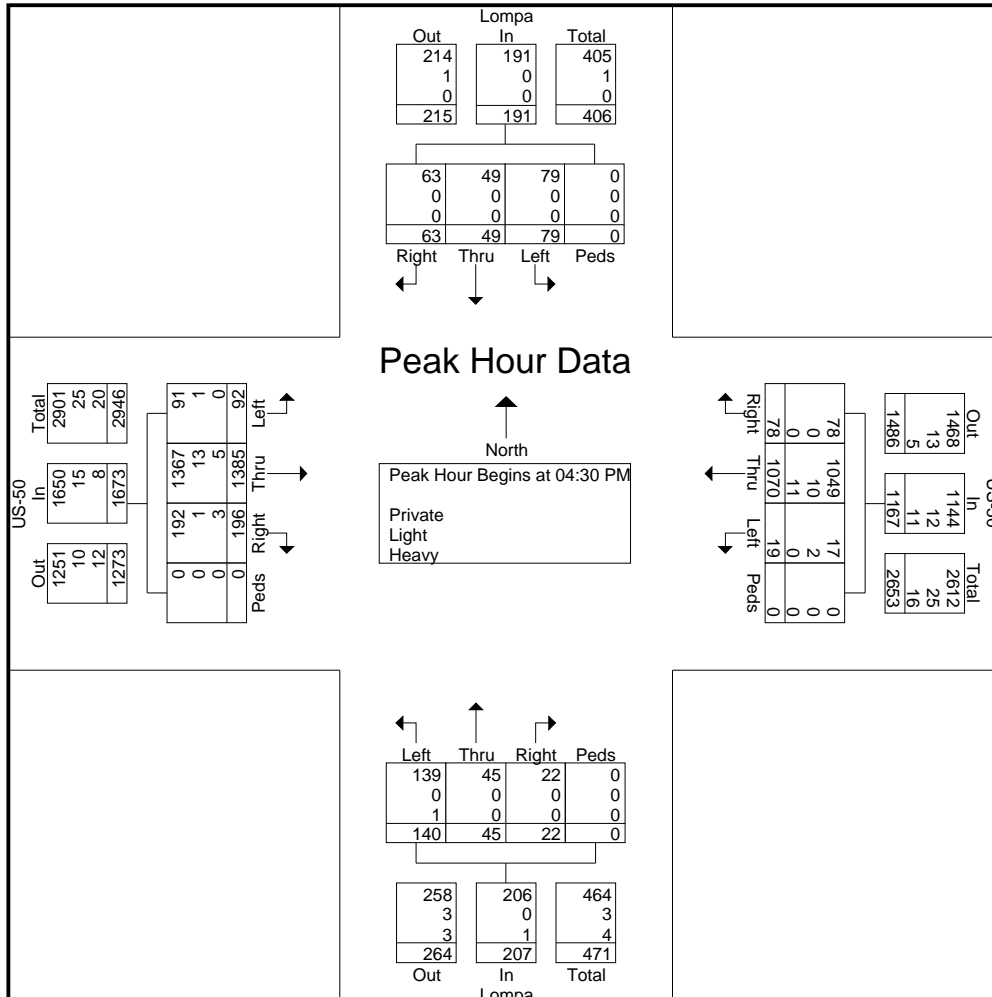


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File Name : US-50 and Lompa Lane
 Site Code : 00000000
 Start Date : 10/31/2023
 Page No : 6

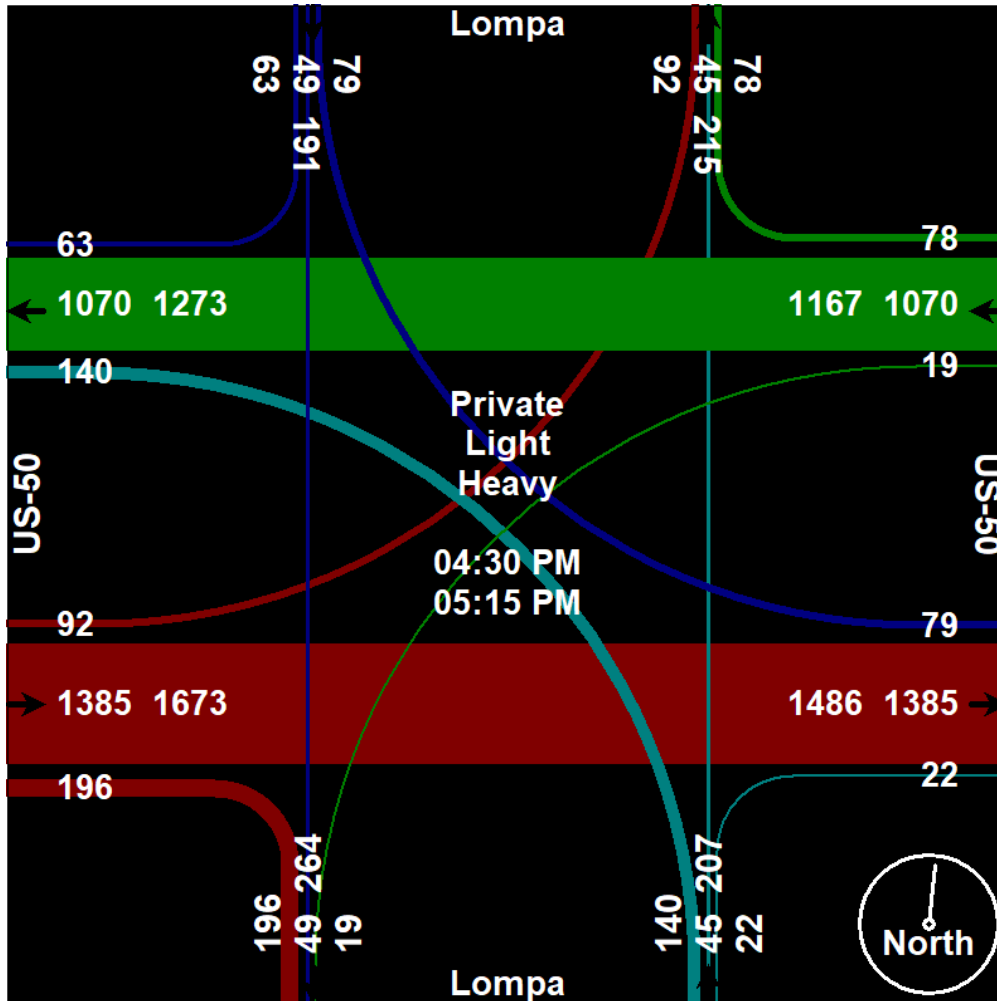
Start Time	Lompa Southbound					US-50 Westbound					Lompa Northbound					US-50 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
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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File Name : US-50 and Lompa Lane
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 & Nye Lane

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

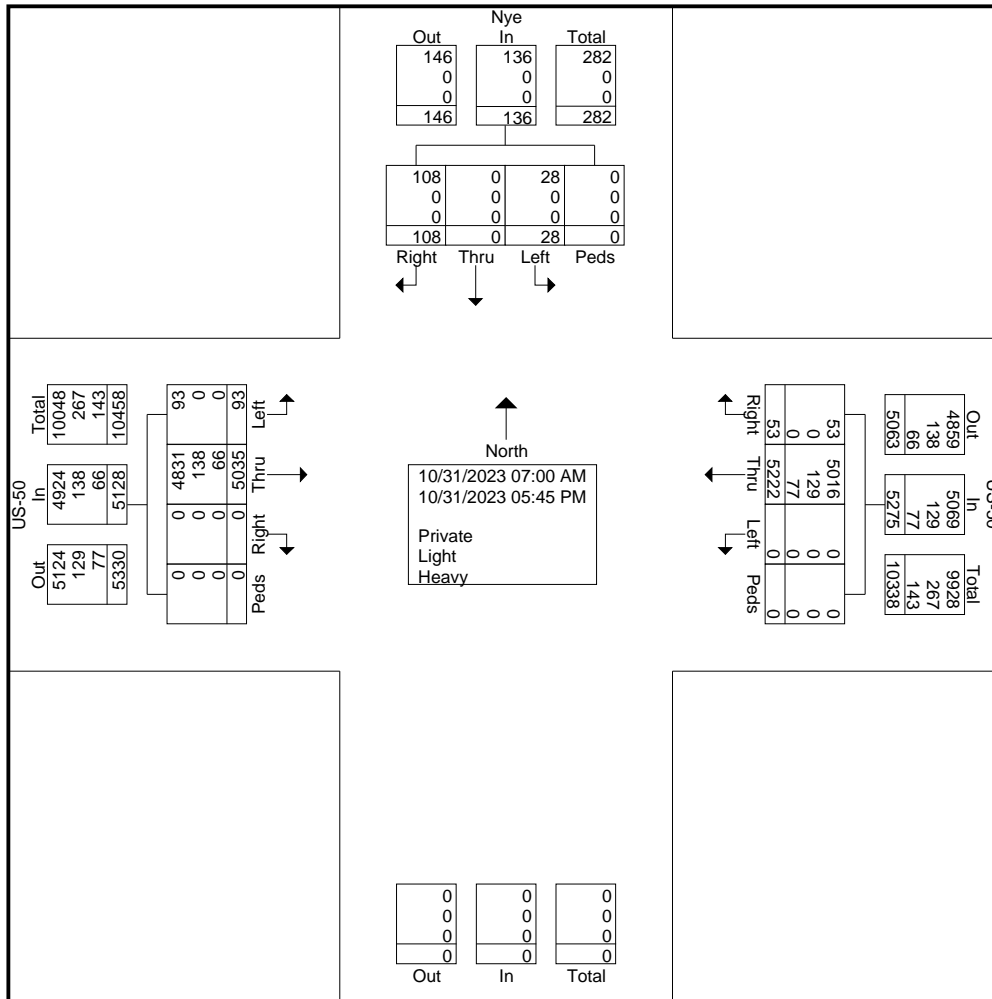
Groups Printed- Private - Light - Heavy

Start Time	Nye Southbound					US-50 Westbound					Northbound	US-50 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		App. Total	Right	Thru	Left	Peds	
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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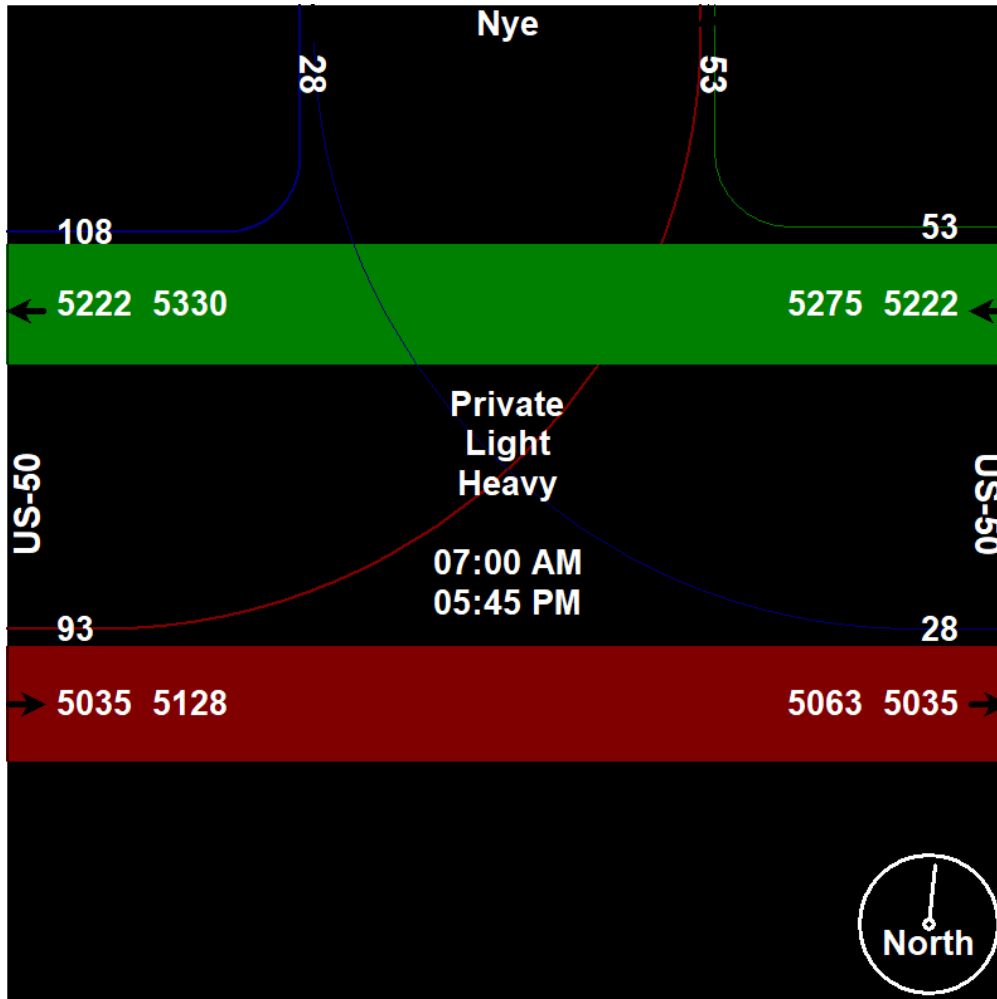
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 Site Code : 00000000
 Start Date : 10/31/2023
 Page No : 2



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Site Code : 00000000
Start Date : 10/31/2023
Page No : 3

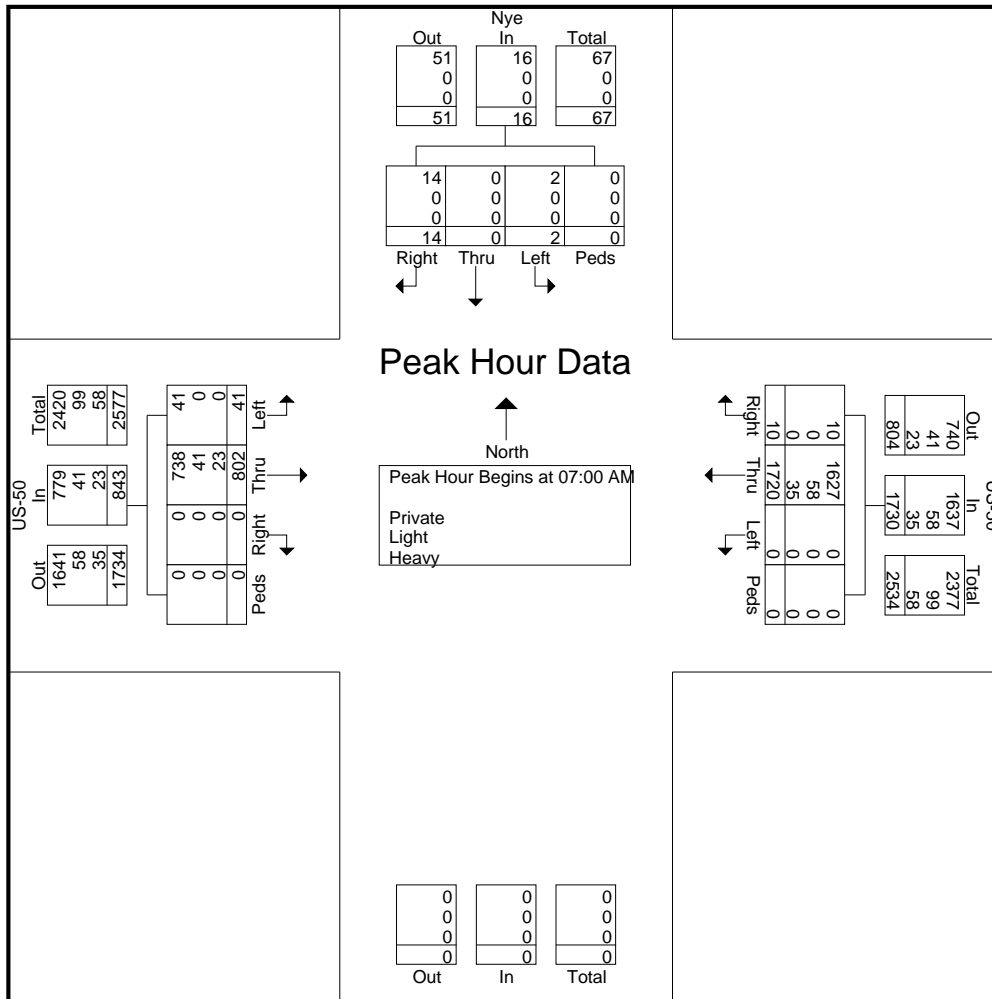


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 Start Date : 10/31/2023
 Page No : 4

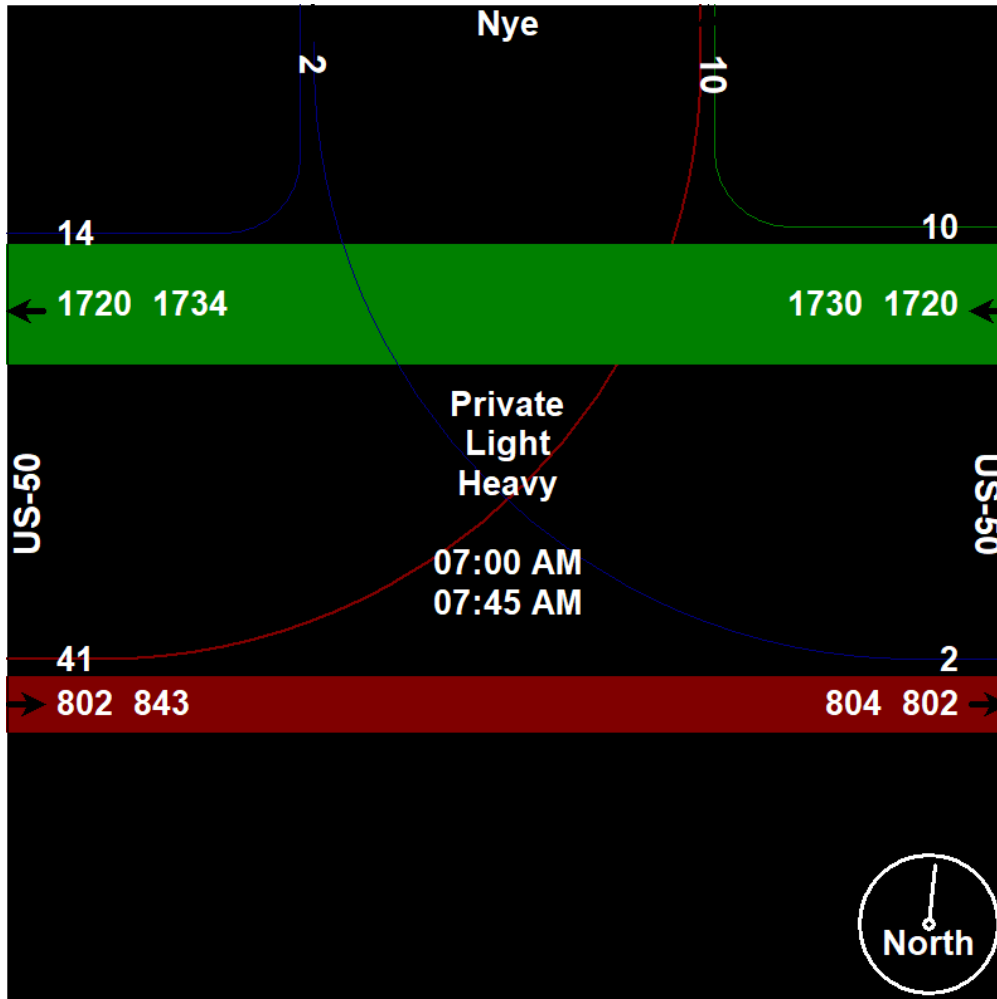
Start Time	Nye Southbound					US-50 Westbound					Northbound	US-50 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		App. Total	Right	Thru	Left	Peds	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection 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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File Name : US-50 and Nye Lane
Site Code : 00000000
Start Date : 10/31/2023
Page No : 5

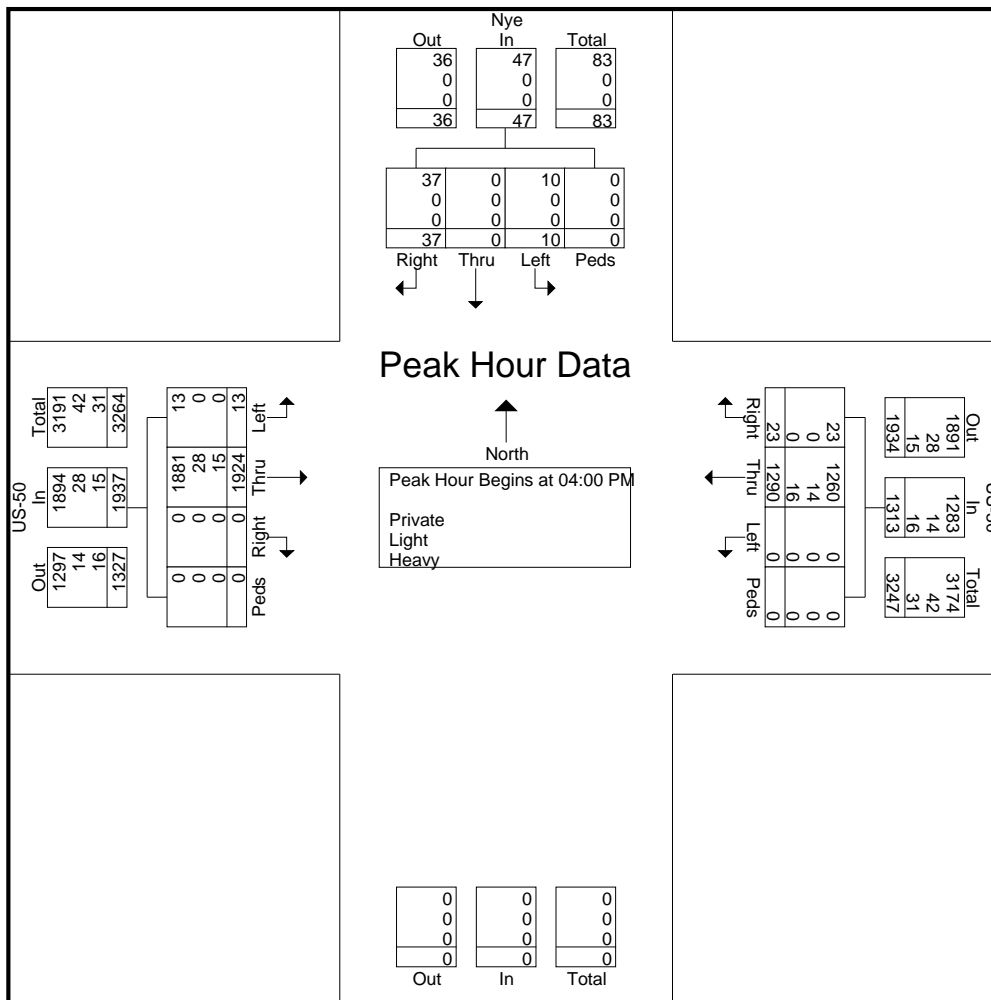


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File Name : US-50 and Nye Lane
 Site Code : 00000000
 Start Date : 10/31/2023
 Page No : 6

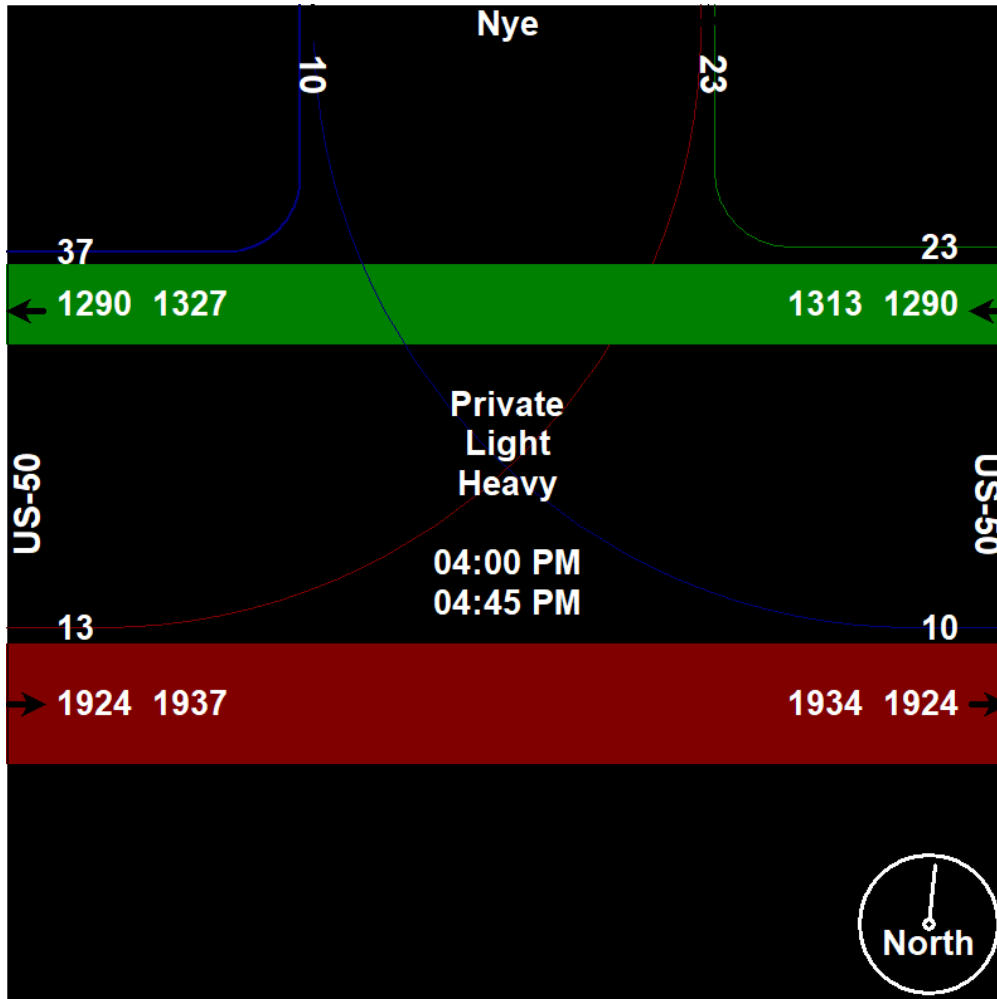
Start Time	Nye Southbound					US-50 Westbound					Northbound	US-50 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		App. Total	Right	Thru	Left	Peds	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection 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				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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File Name : US-50 and Nye Lane
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 & 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

Start Time	Ramps I-580 Southbound					US-50 Westbound					Ramps I-580 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	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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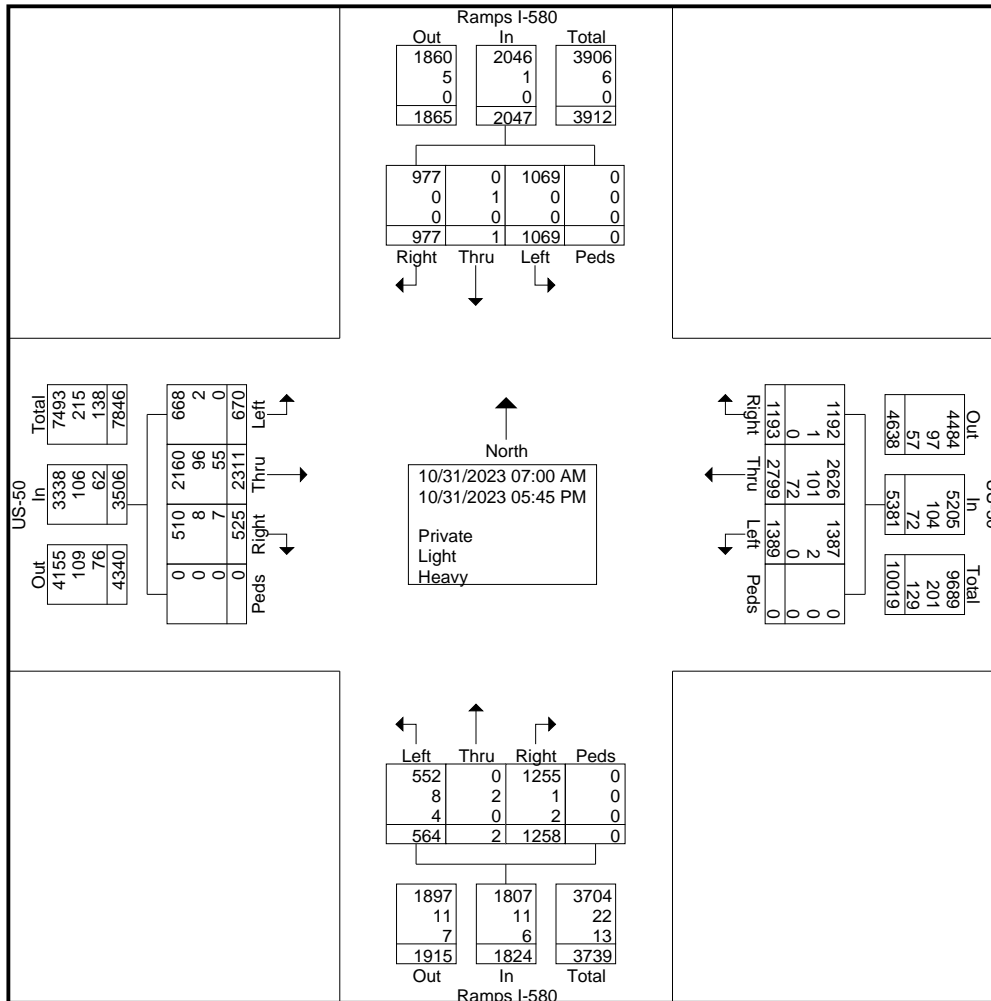
1819 Quarley Place
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File Name : US-50 and Ramps I-580

Site Code : 00000000

Start Date : 10/31/2023

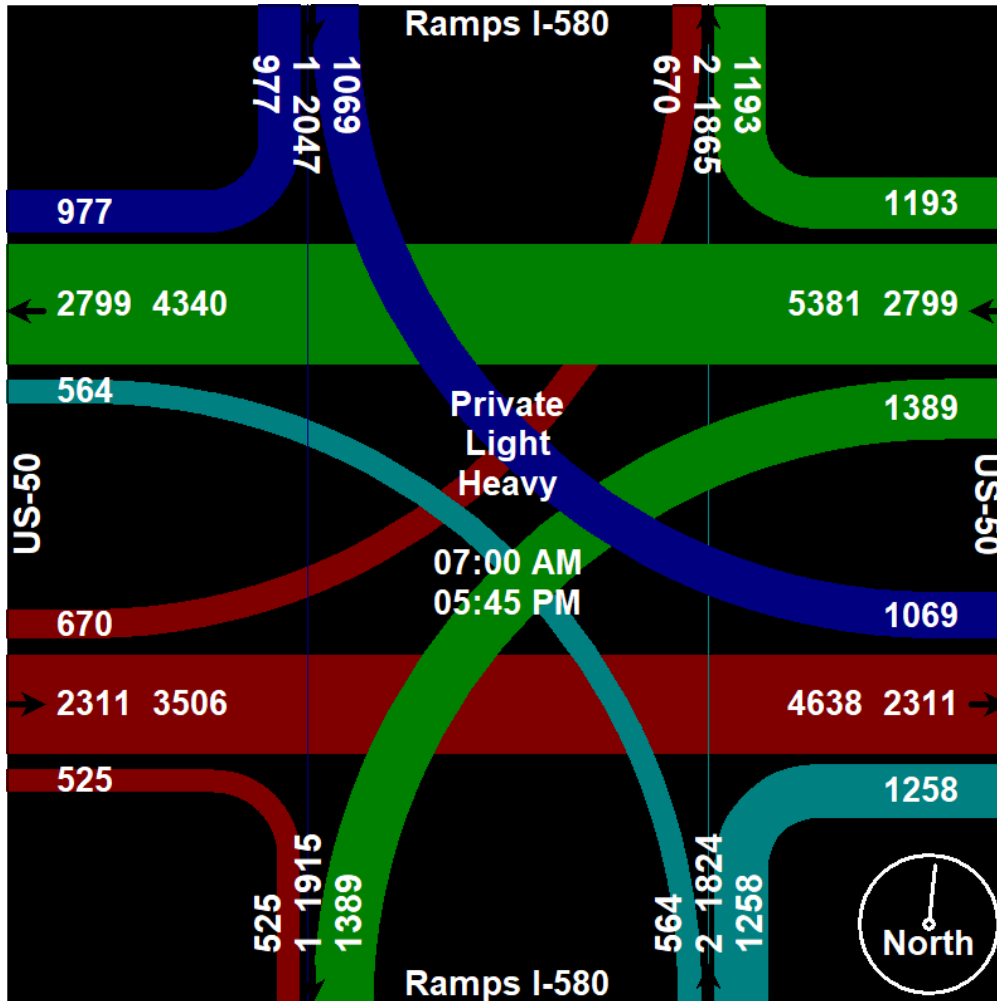
Page No : 2



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File Name : US-50 and Ramps I-580
Site Code : 00000000
Start Date : 10/31/2023
Page No : 3

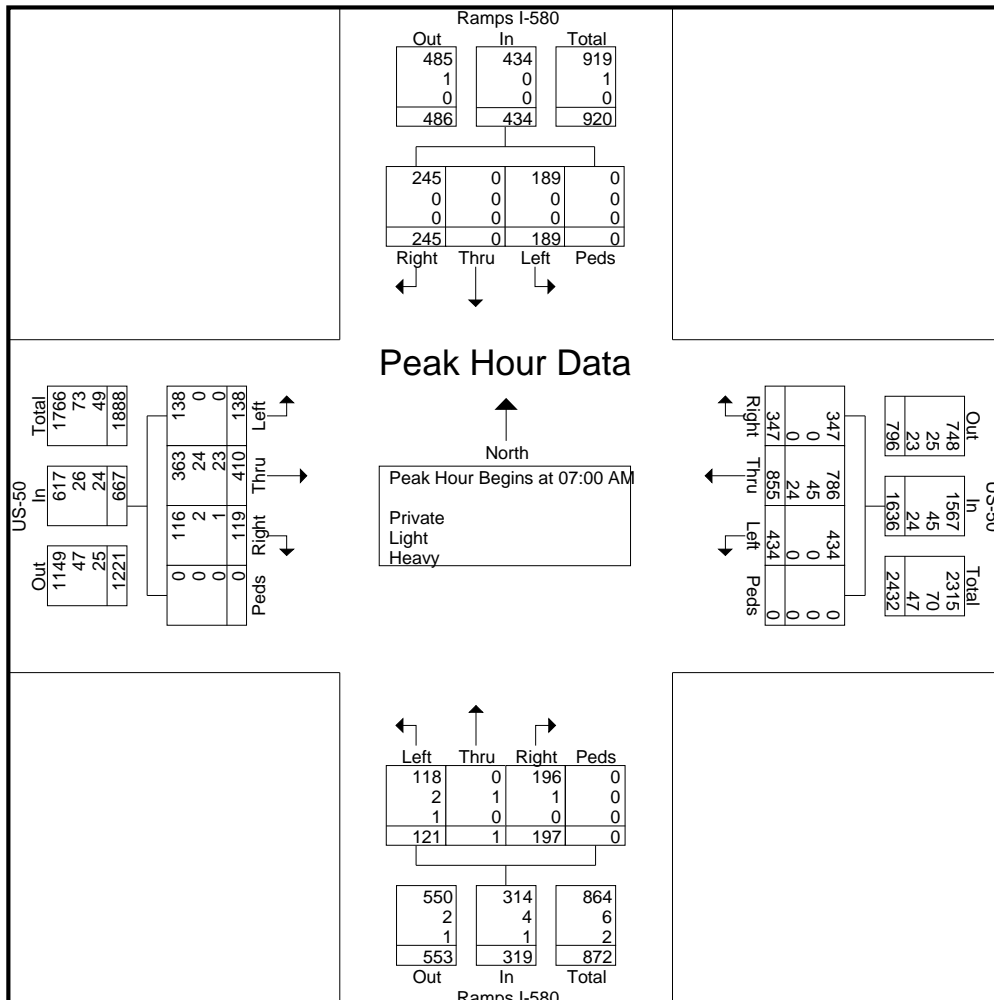


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File Name : US-50 and Ramps I-580
 Site Code : 00000000
 Start Date : 10/31/2023
 Page No : 4

Start Time	Ramps I-580 Southbound					US-50 Westbound					Ramps I-580 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	
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	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 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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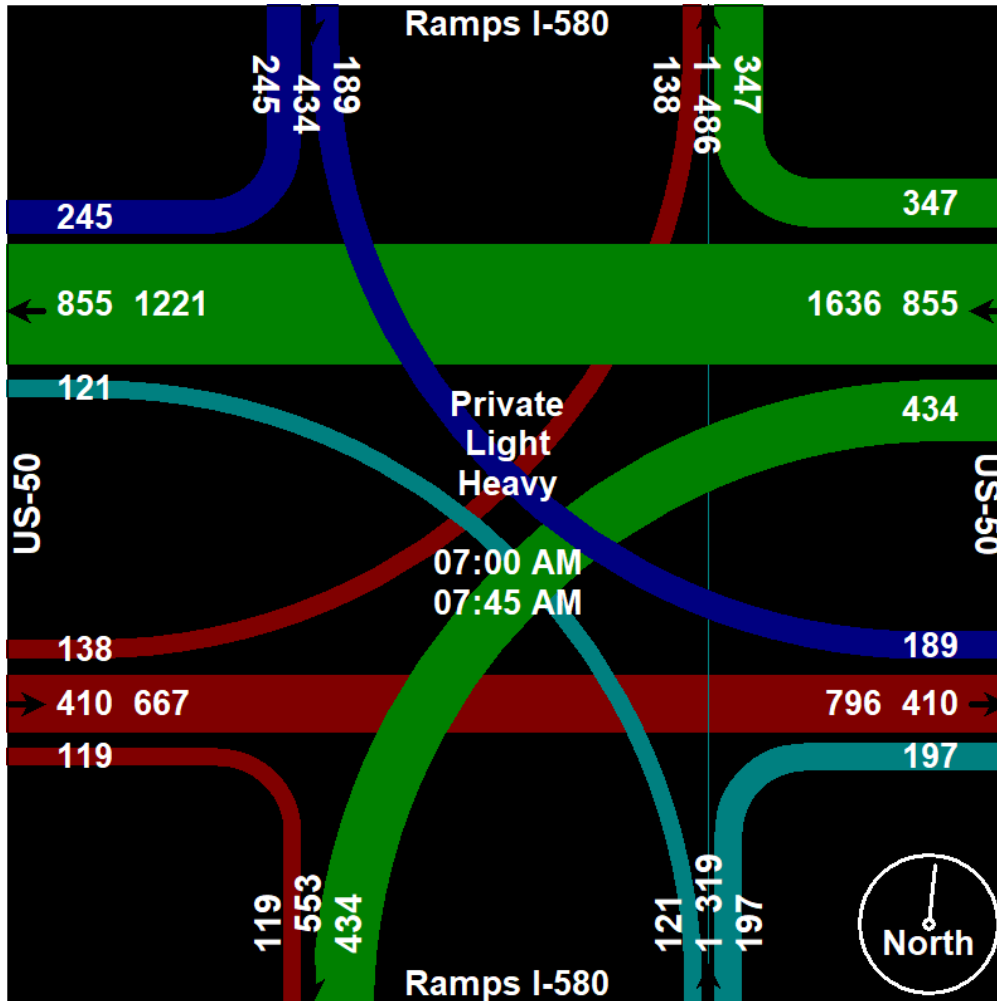
1819 Quarley Place
Henderson, Nevada, 89014
sstraffic@msn.com
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File Name : US-50 and Ramps I-580

Site Code : 00000000

Start Date : 10/31/2023

Page No : 5

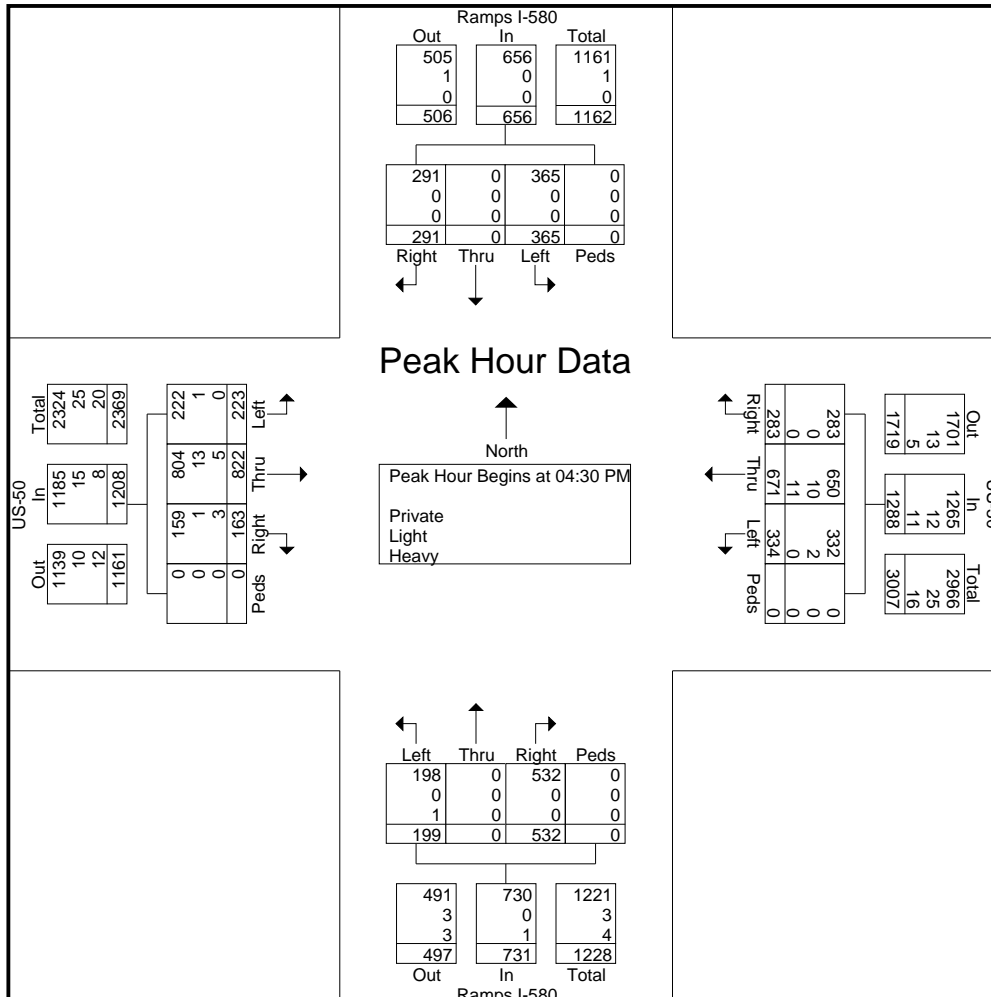


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File Name : US-50 and Ramps I-580
 Site Code : 00000000
 Start Date : 10/31/2023
 Page No : 6

Start Time	Ramps I-580 Southbound					US-50 Westbound					Ramps I-580 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	
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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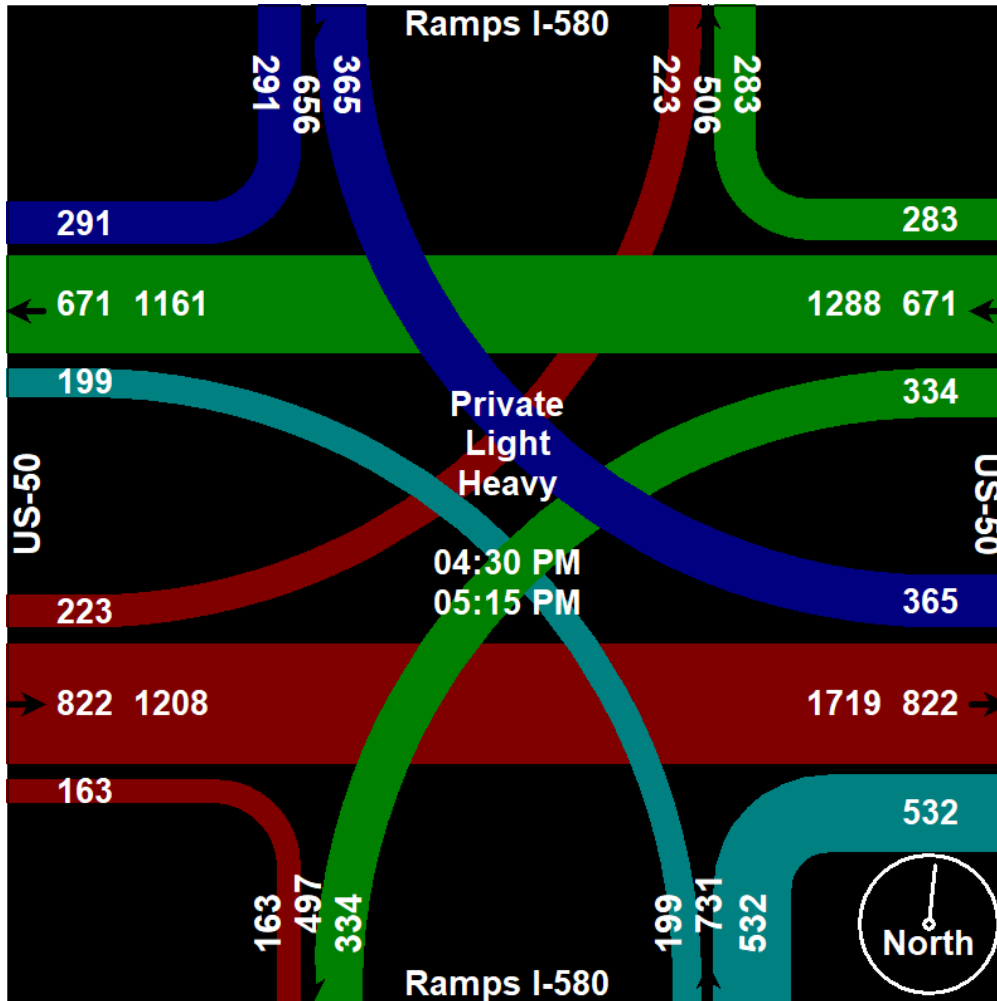
1819 Quarley Place
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File Name : US-50 and Ramps I-580

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

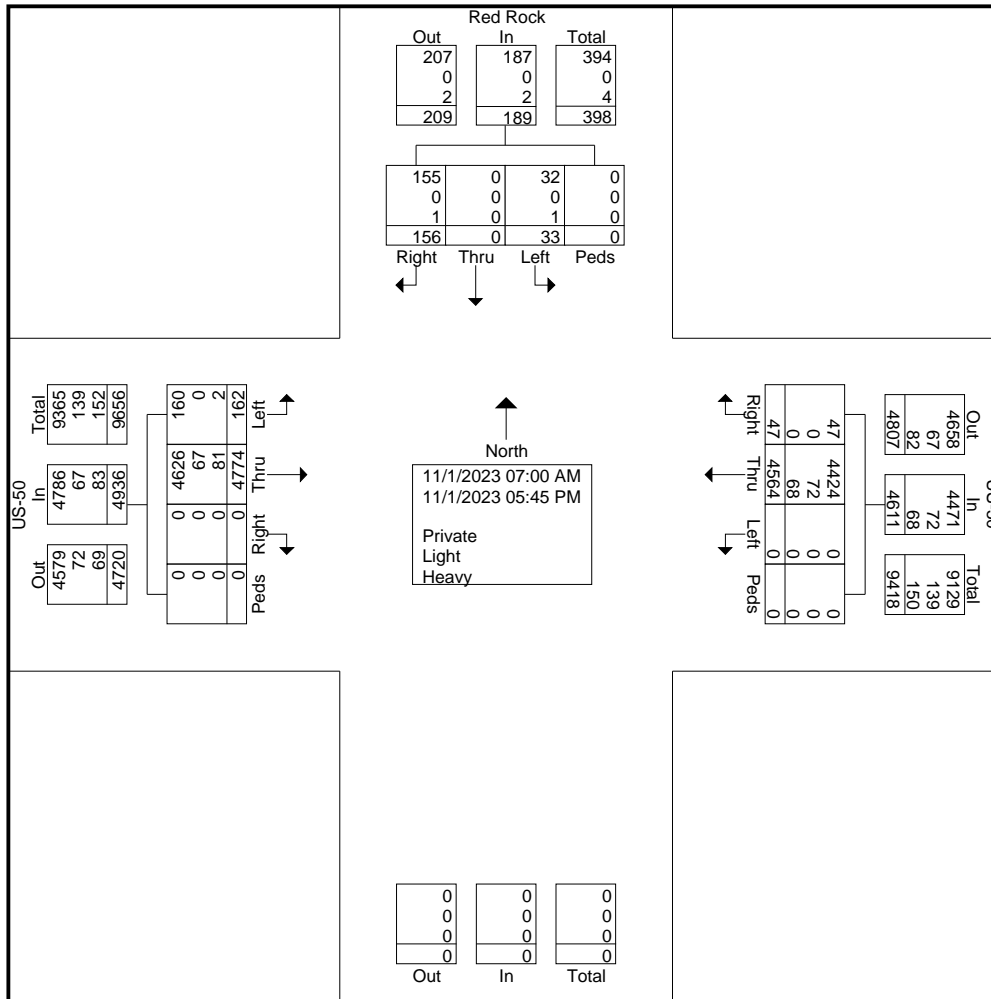
Groups Printed- Private - Light - Heavy

Start Time	Red Rock Southbound					US-50 Westbound					Northbound	US-50 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		App. Total	Right	Thru	Left	Peds	
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	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

Silver State Traffic Data Collection, LLC

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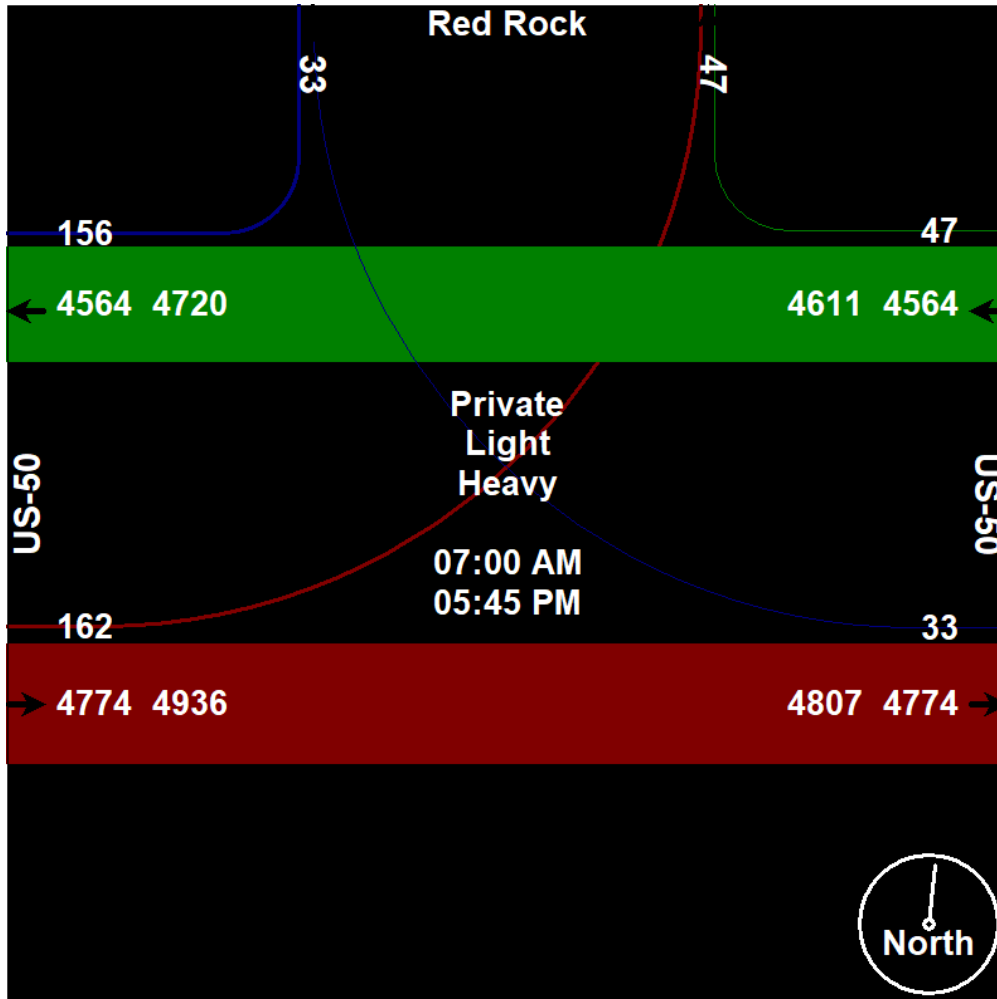
File Name : US-50 and Red Rock Road
 Site Code : 00000000
 Start Date : 11/1/2023
 Page No : 2



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File Name : US-50 and Red Rock Road
Site Code : 00000000
Start Date : 11/1/2023
Page No : 3

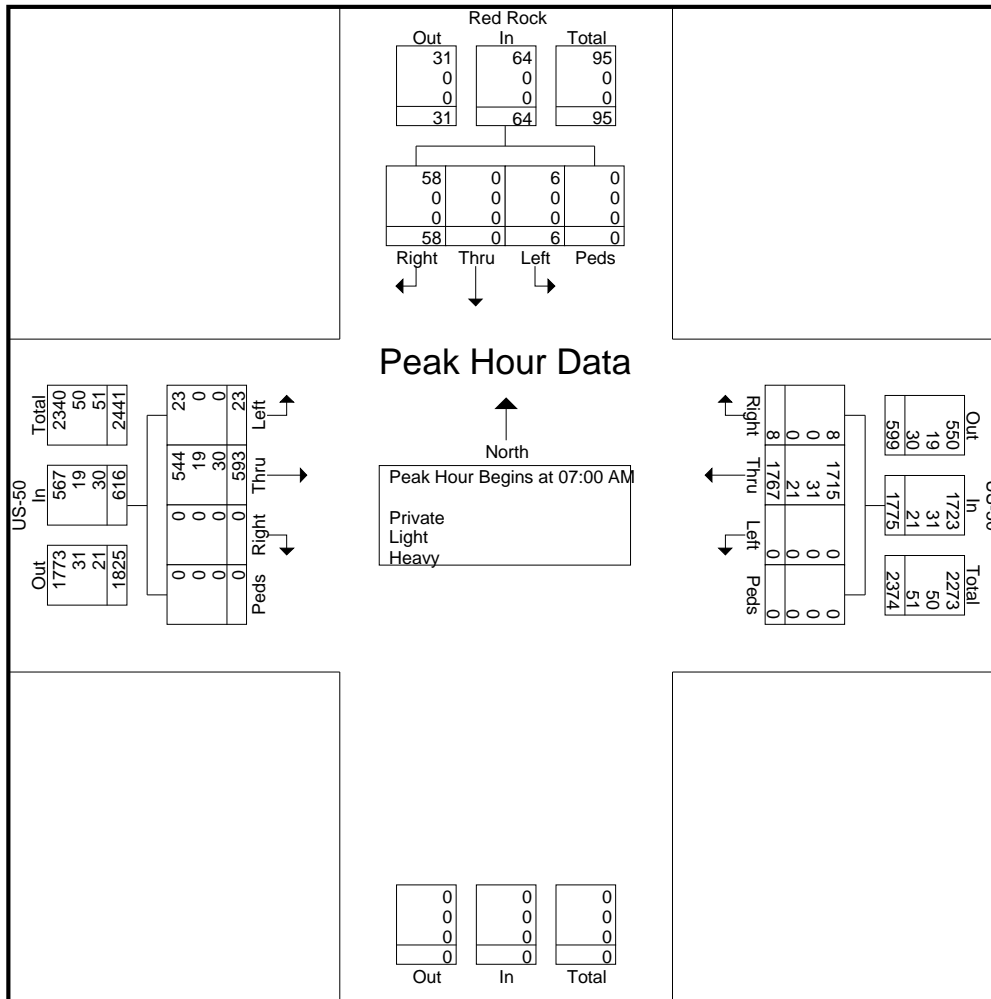


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File Name : US-50 and Red Rock Road
 Site Code : 00000000
 Start Date : 11/1/2023
 Page No : 4

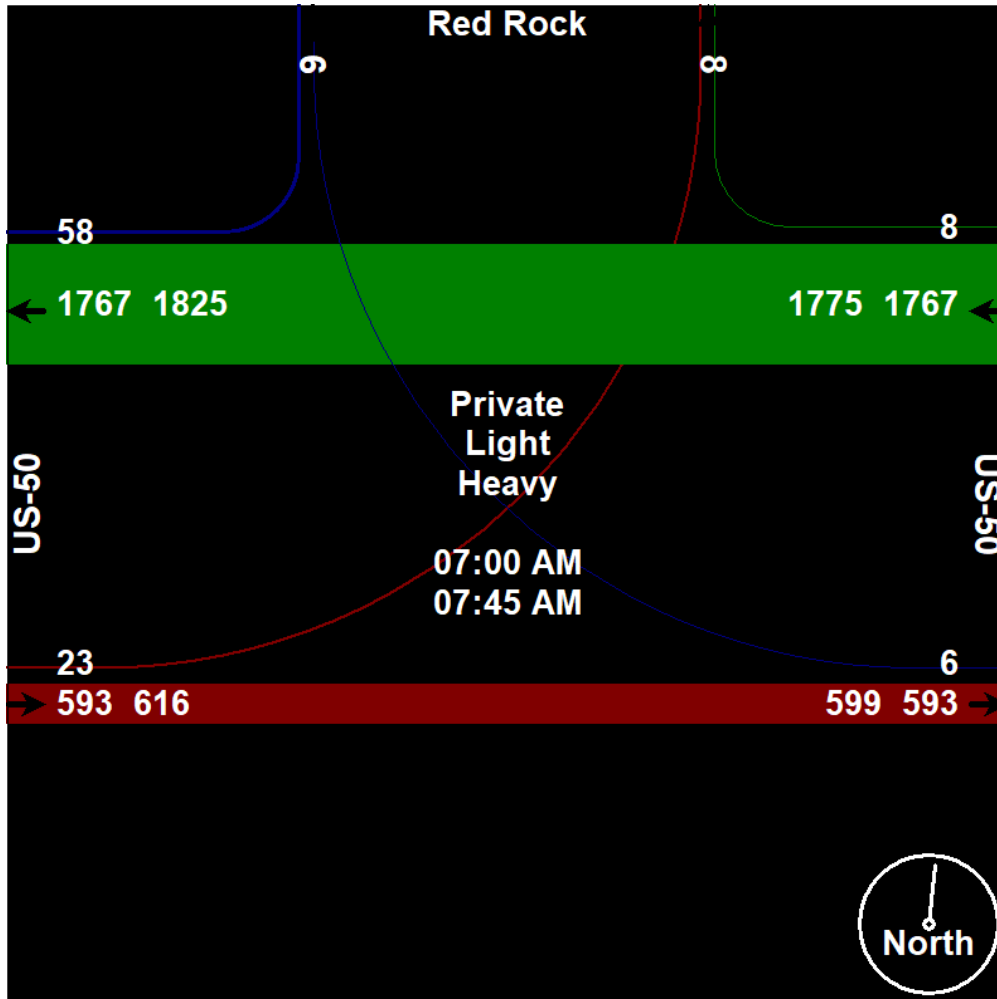
Start Time	Red Rock Southbound					US-50 Westbound					Northbound	US-50 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		App. Total	Right	Thru	Left	Peds	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection 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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Site Code : 00000000
Start Date : 11/1/2023
Page No : 5

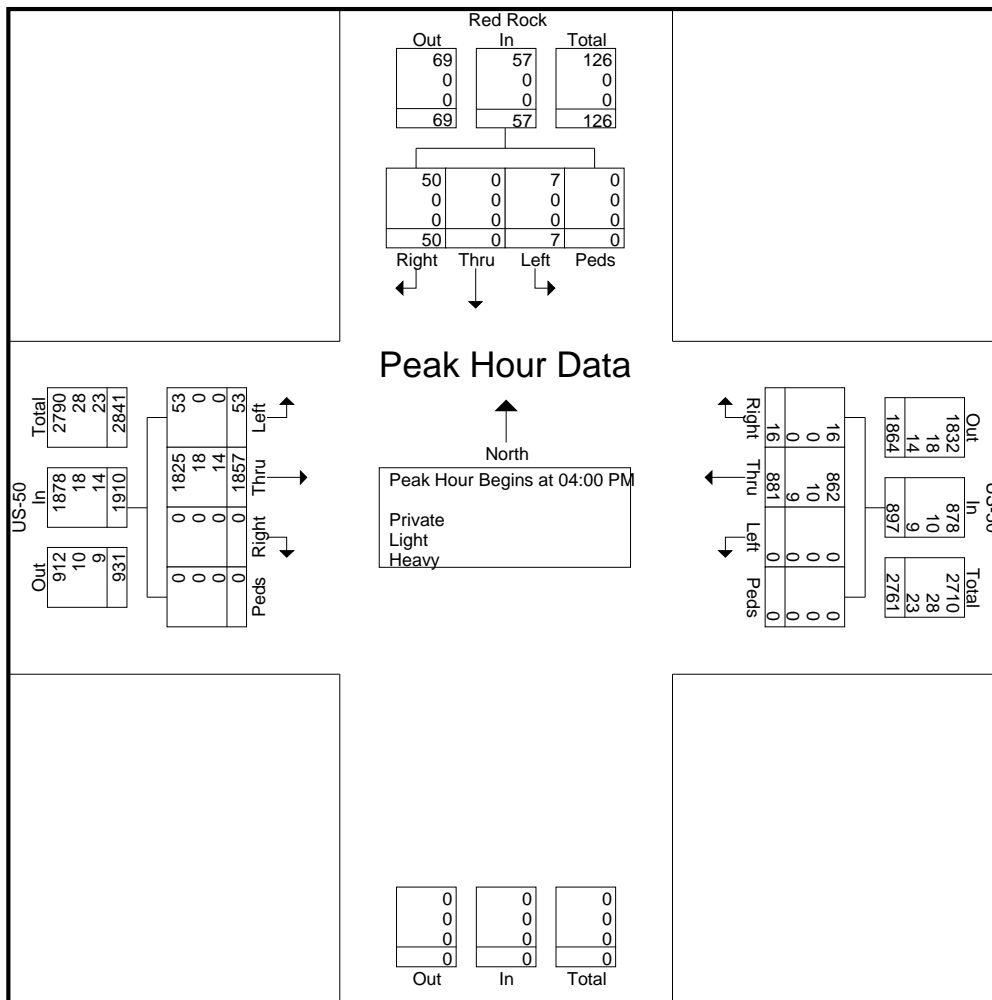


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File Name : US-50 and Red Rock Road
 Site Code : 00000000
 Start Date : 11/1/2023
 Page No : 6

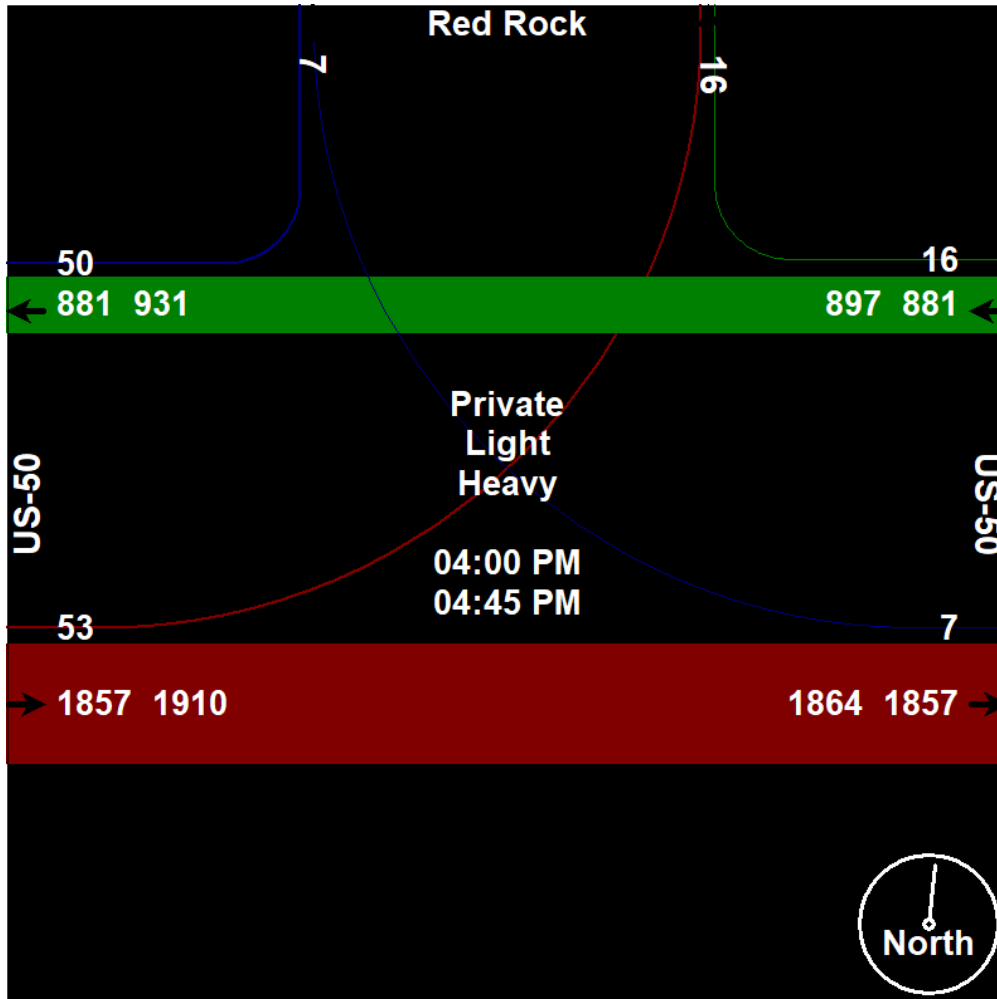
Start Time	Red Rock Southbound					US-50 Westbound					Northbound	US-50 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		App. Total	Right	Thru	Left	Peds	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection 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



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



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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

Start Time	Sherman Southbound					US-50 Westbound					Northbound	US-50 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		App. Total	Right	Thru	Left	Peds	
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

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

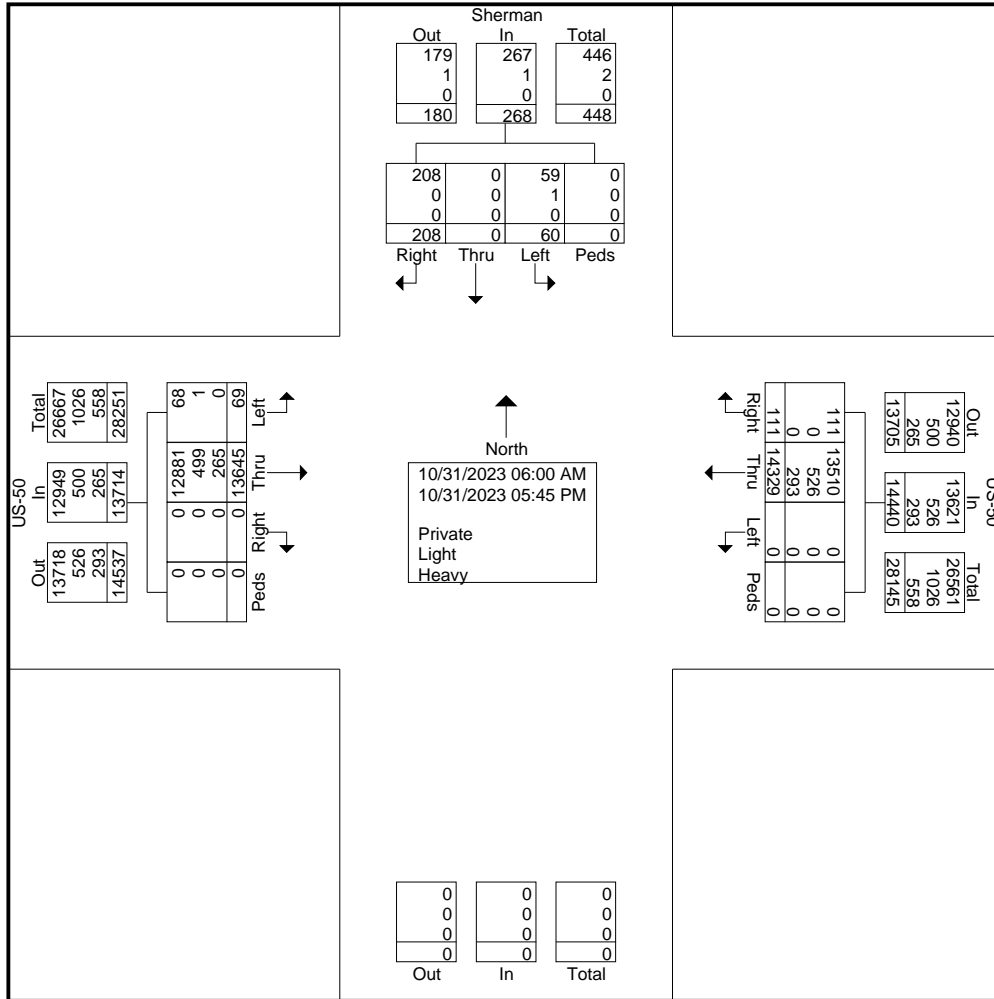
Groups Printed- Private - Light - Heavy

Start Time	Sherman Southbound					US-50 Westbound					Northbound	US-50 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		App. Total	Right	Thru	Left	Peds	
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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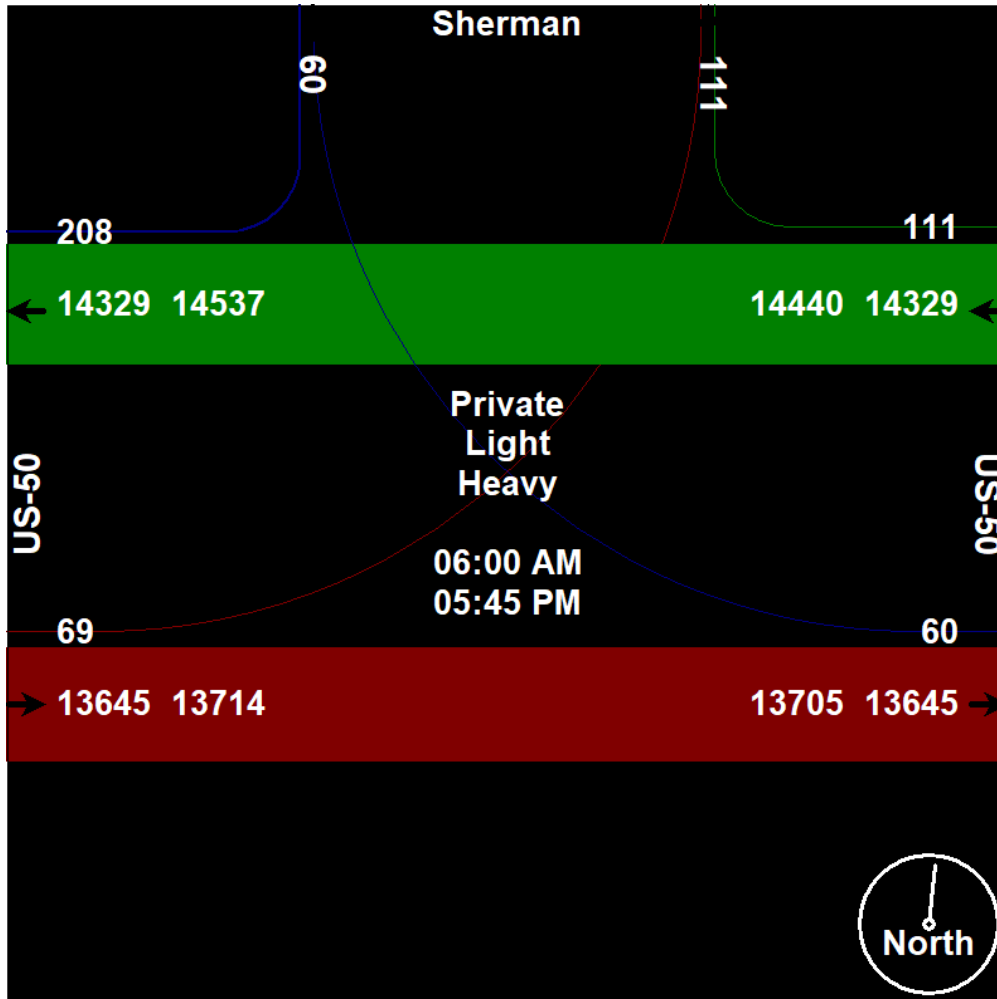
File Name : US-50 and Sherman Lane
 Site Code : 00000000
 Start Date : 10/31/2023
 Page No : 3



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

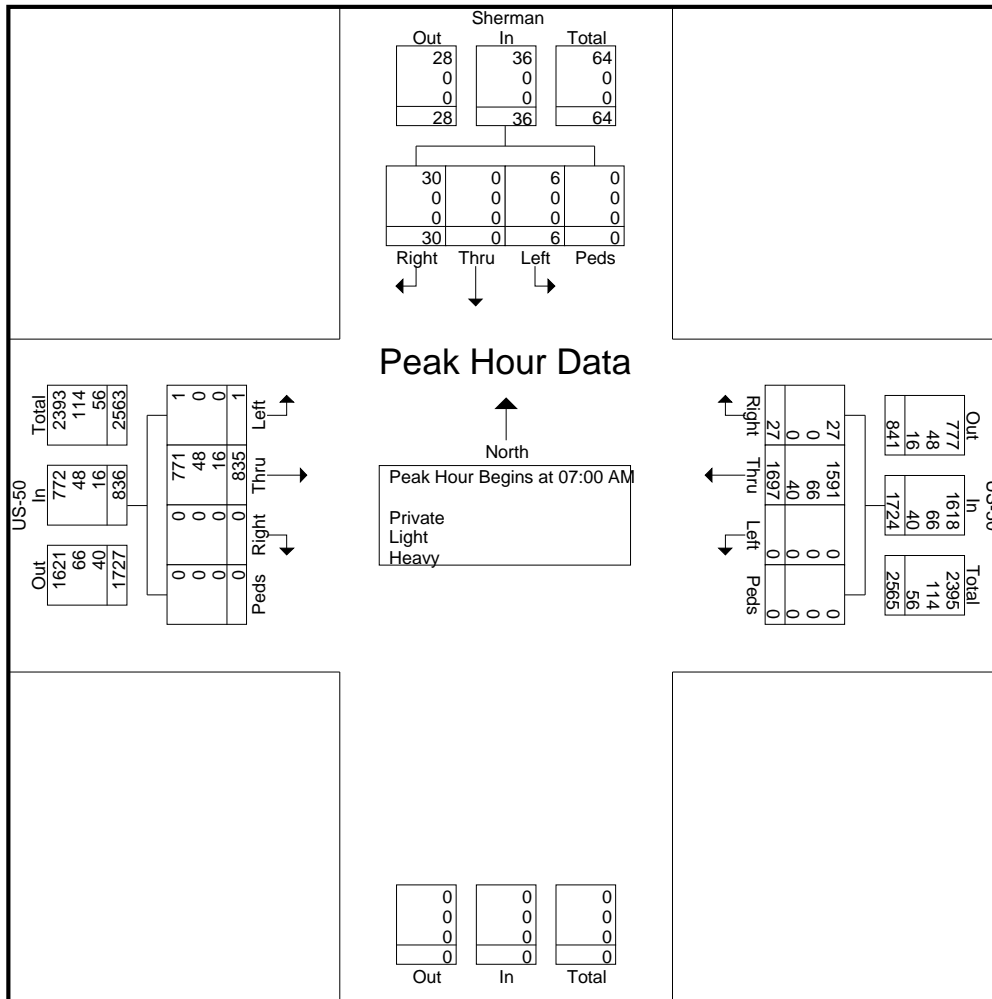


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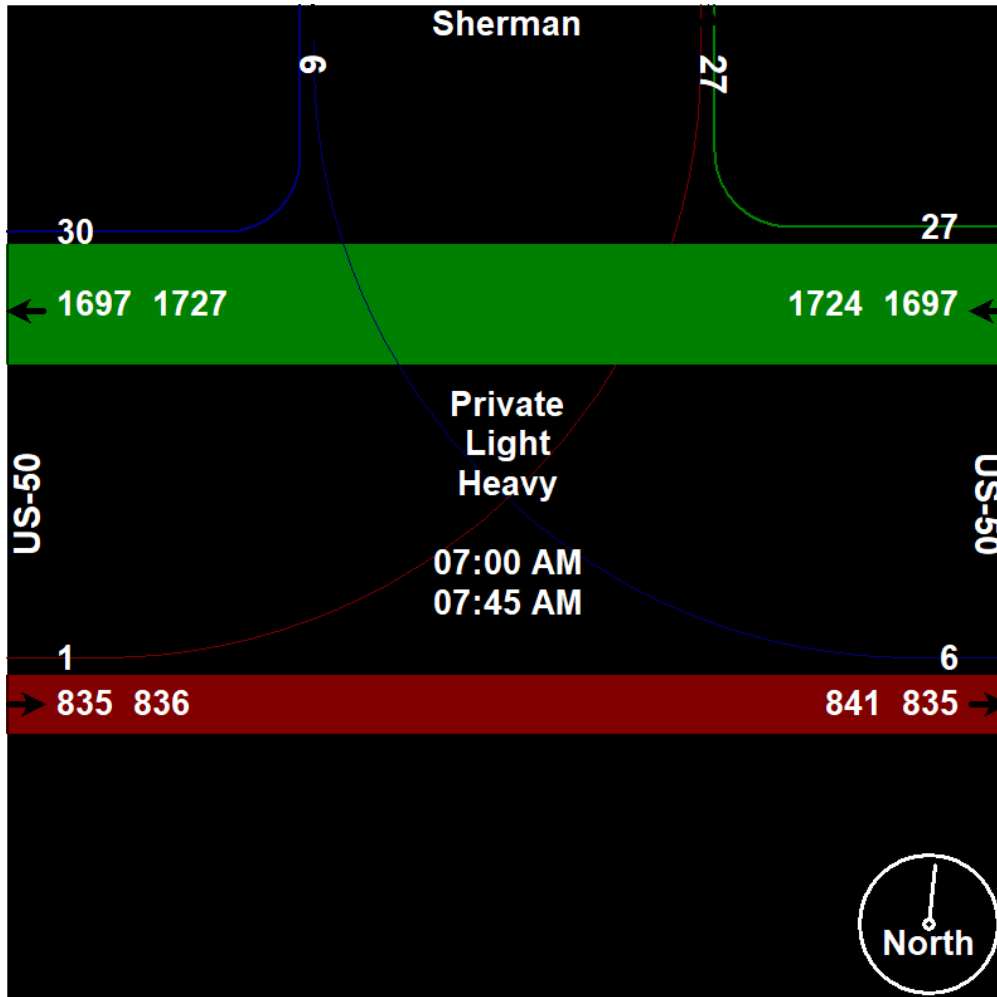
Start Time	Sherman Southbound					US-50 Westbound					Northbound	US-50 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		App. Total	Right	Thru	Left	Peds	
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection 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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Site Code : 00000000
Start Date : 10/31/2023
Page No : 6

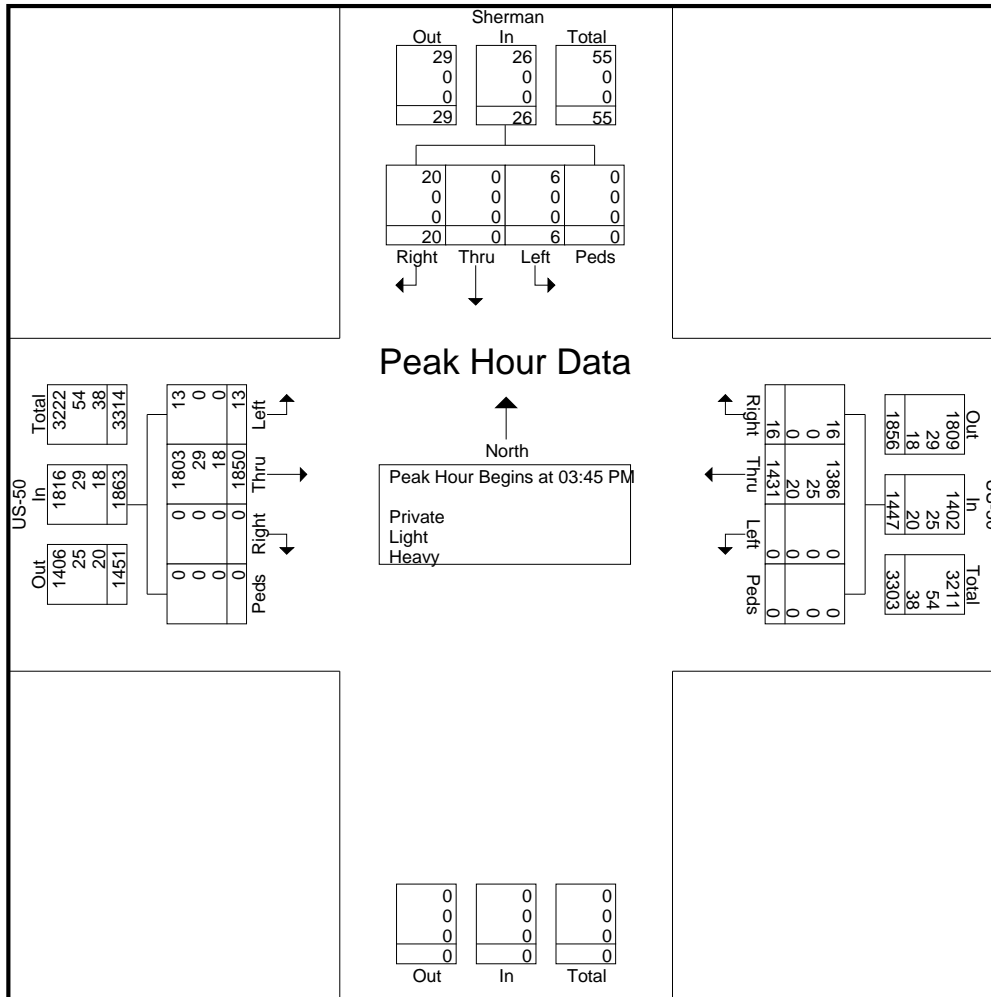


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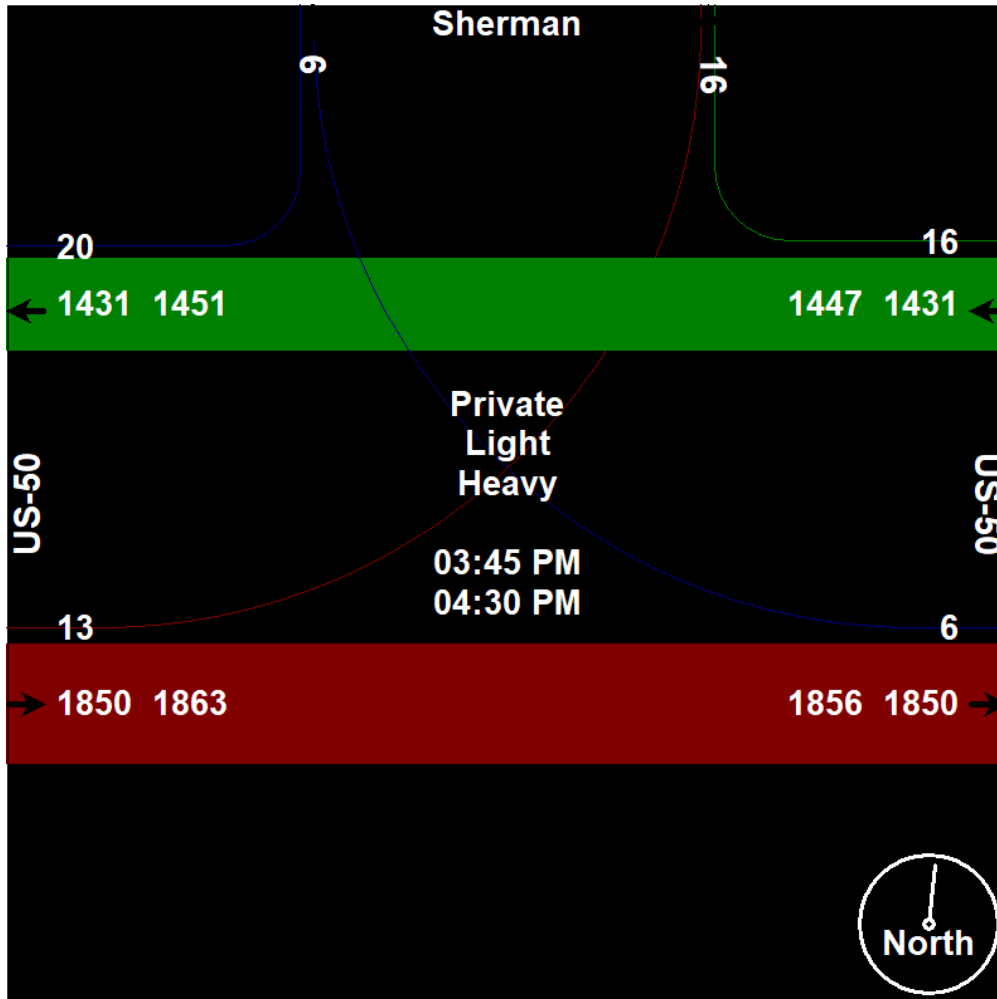
Start Time	Sherman Southbound					US-50 Westbound					Northbound	US-50 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		App. Total	Right	Thru	Left	Peds	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection 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



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File Name : US-50 and Sherman Lane
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Start Date : 10/31/2023
Page No : 8



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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

Start Time	Silver State Southbound					US-50 Westbound					Northbound	US-50 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		App. Total	Right	Thru	Left	Peds	
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

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File Name : US-50 and Silver State Street
Site Code : 00000000
Start Date : 10/31/2023
Page No : 2

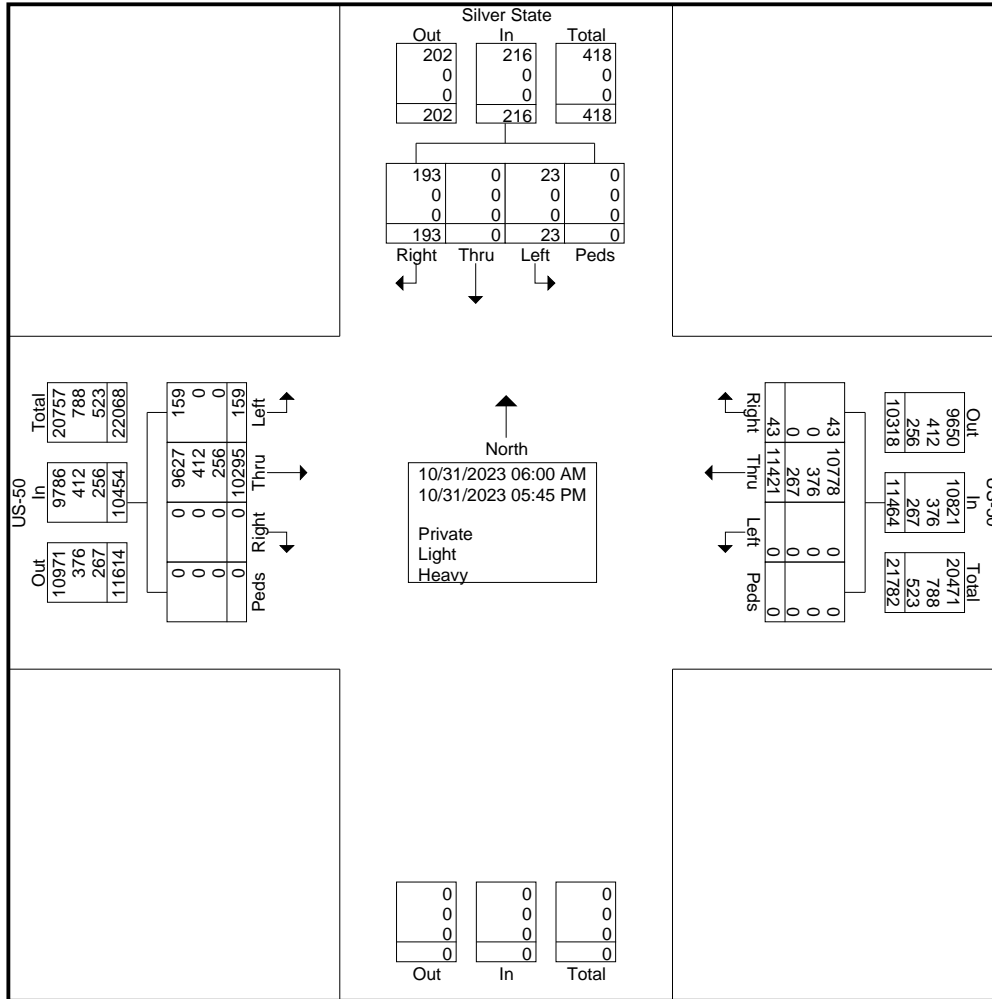
Groups Printed- Private - Light - Heavy

Start Time	Silver State Southbound					US-50 Westbound					Northbound	US-50 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		App. Total	Right	Thru	Left	Peds	
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

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 Site Code : 00000000
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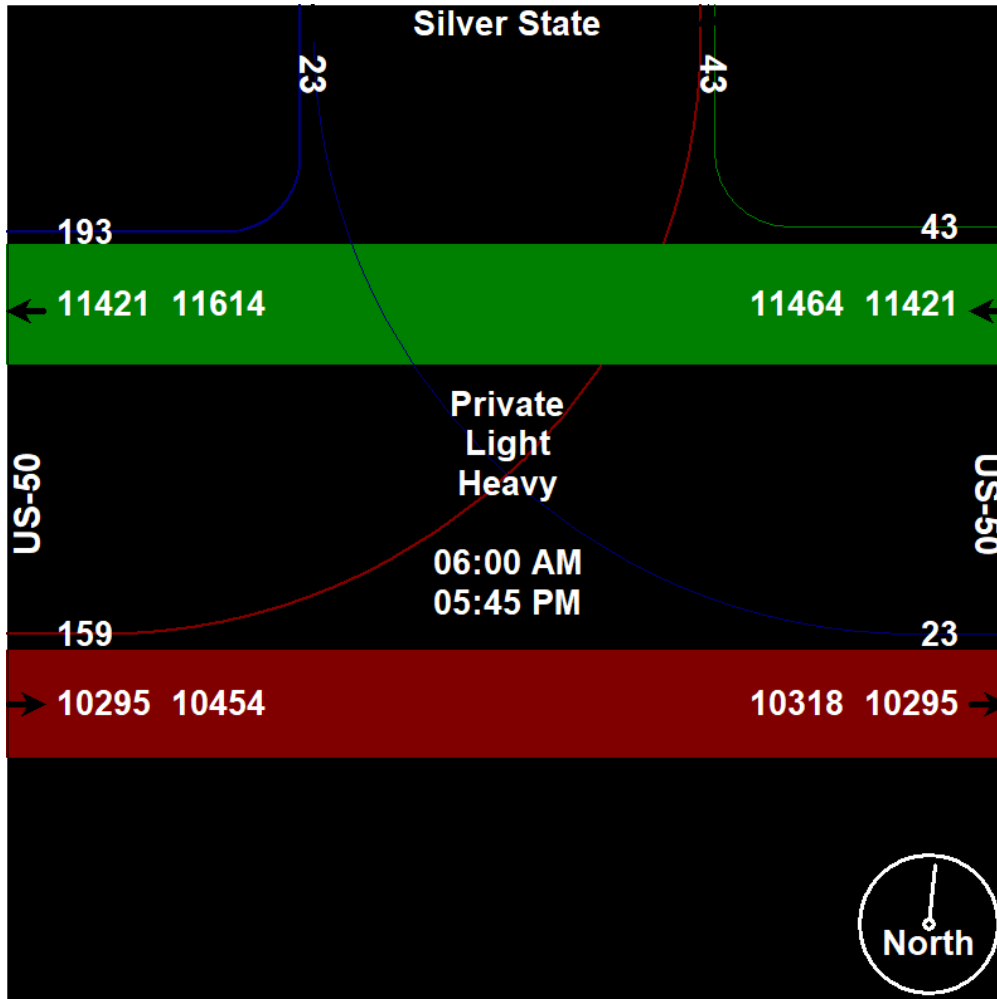
1819 Quarley Place
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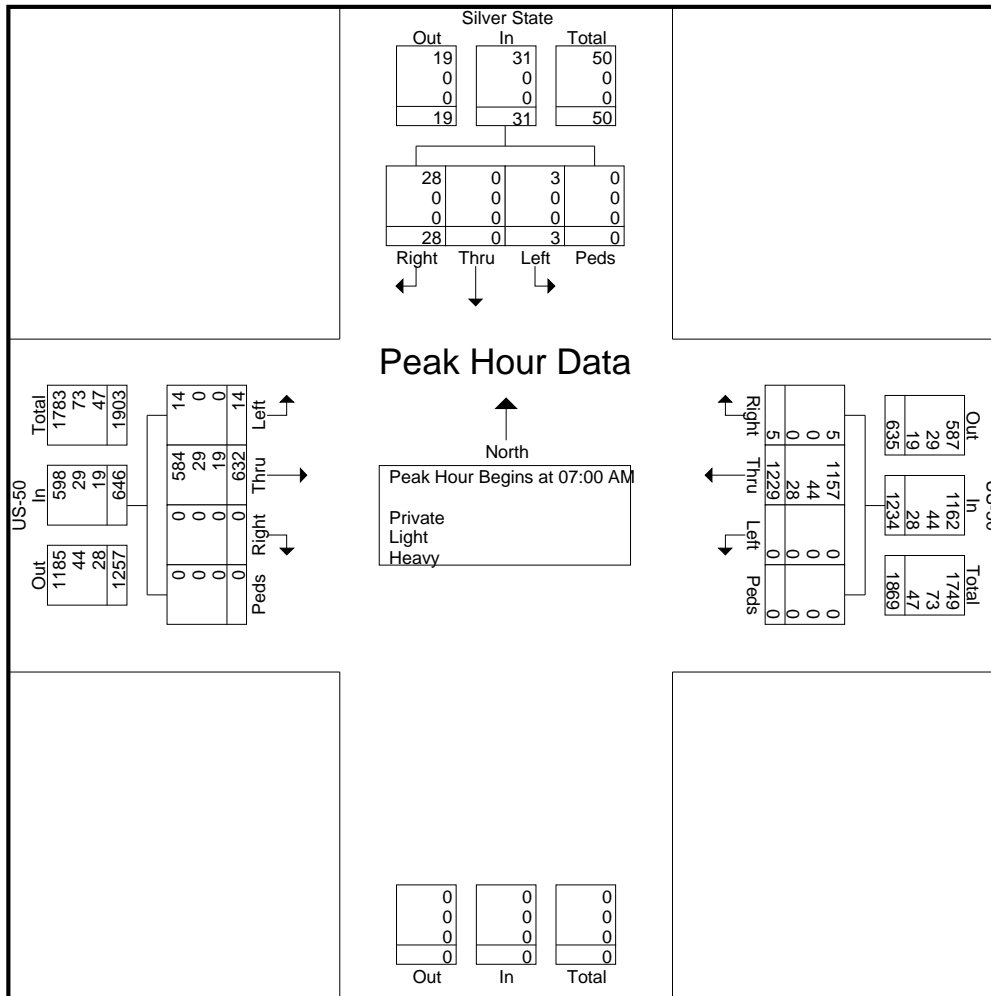


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 Page No : 5

Start Time	Silver State Southbound					US-50 Westbound					Northbound	US-50 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		App. Total	Right	Thru	Left	Peds	
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				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

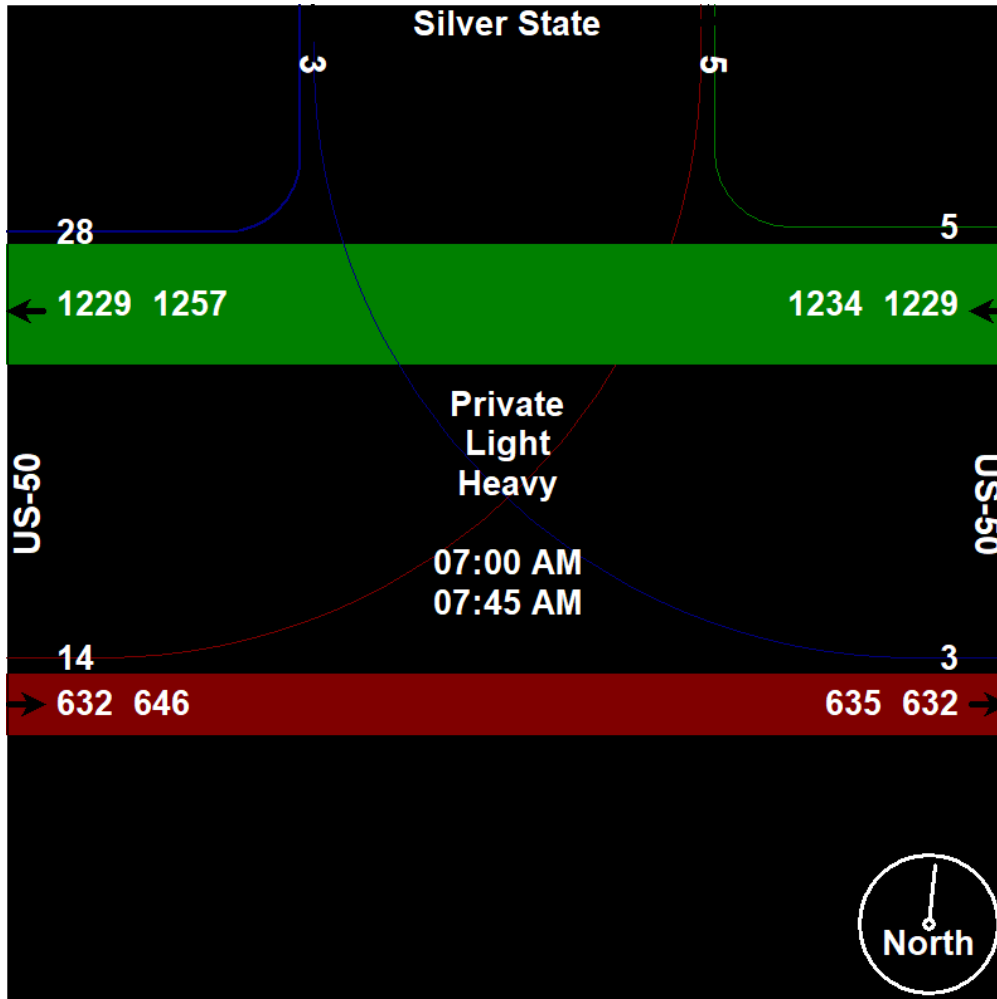
1819 Quarley Place
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File Name : US-50 and Silver State Street

Site Code : 00000000

Start Date : 10/31/2023

Page No : 6

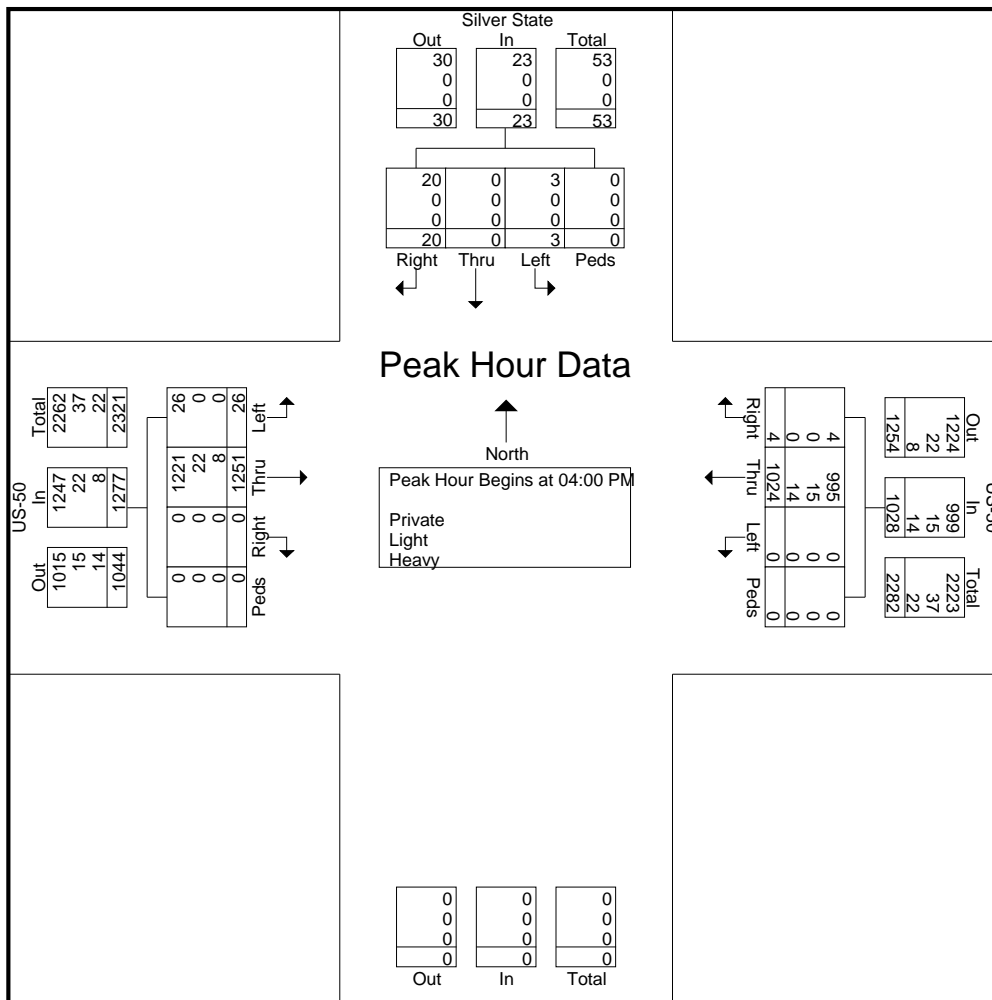


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File Name : US-50 and Silver State Street
 Site Code : 00000000
 Start Date : 10/31/2023
 Page No : 7

Start Time	Silver State Southbound					US-50 Westbound					Northbound	US-50 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		App. Total	Right	Thru	Left	Peds	
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

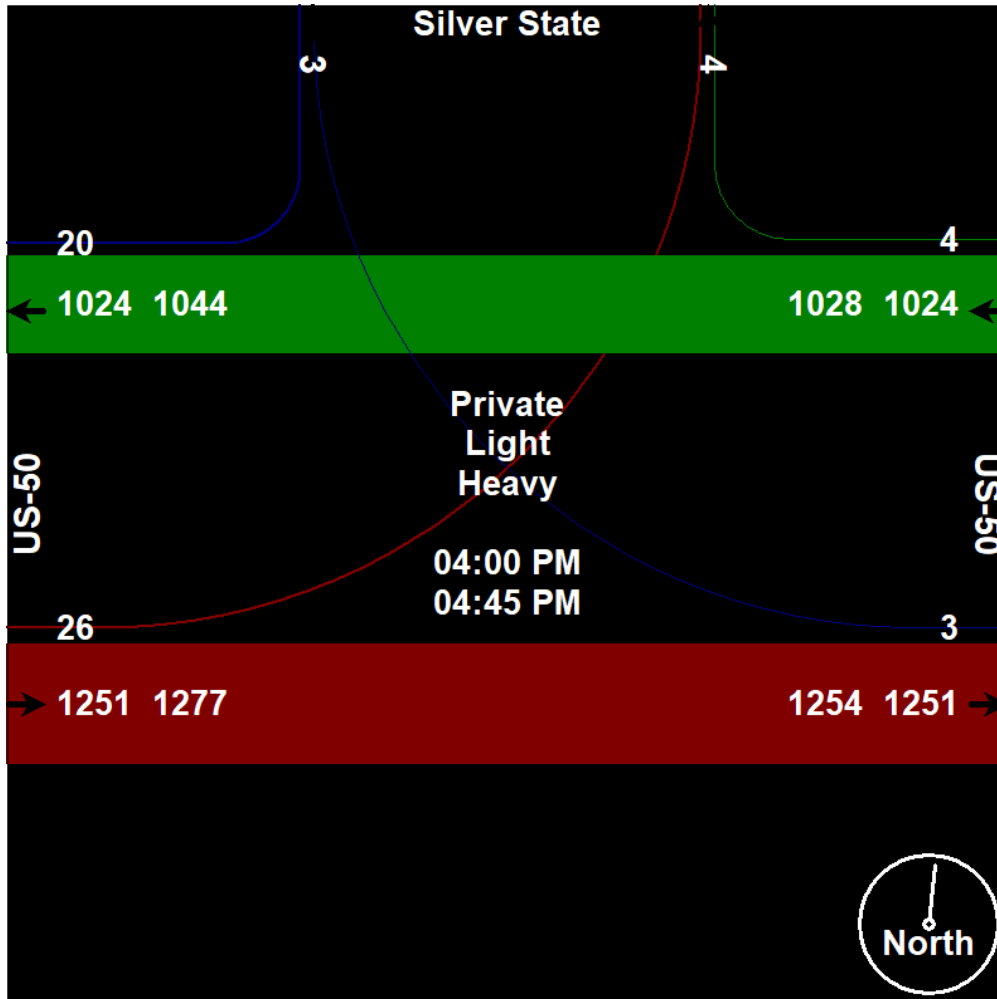
1819 Quarley Place
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File Name : US-50 and Silver State Street

Site Code : 00000000

Start Date : 10/31/2023

Page No : 8



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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

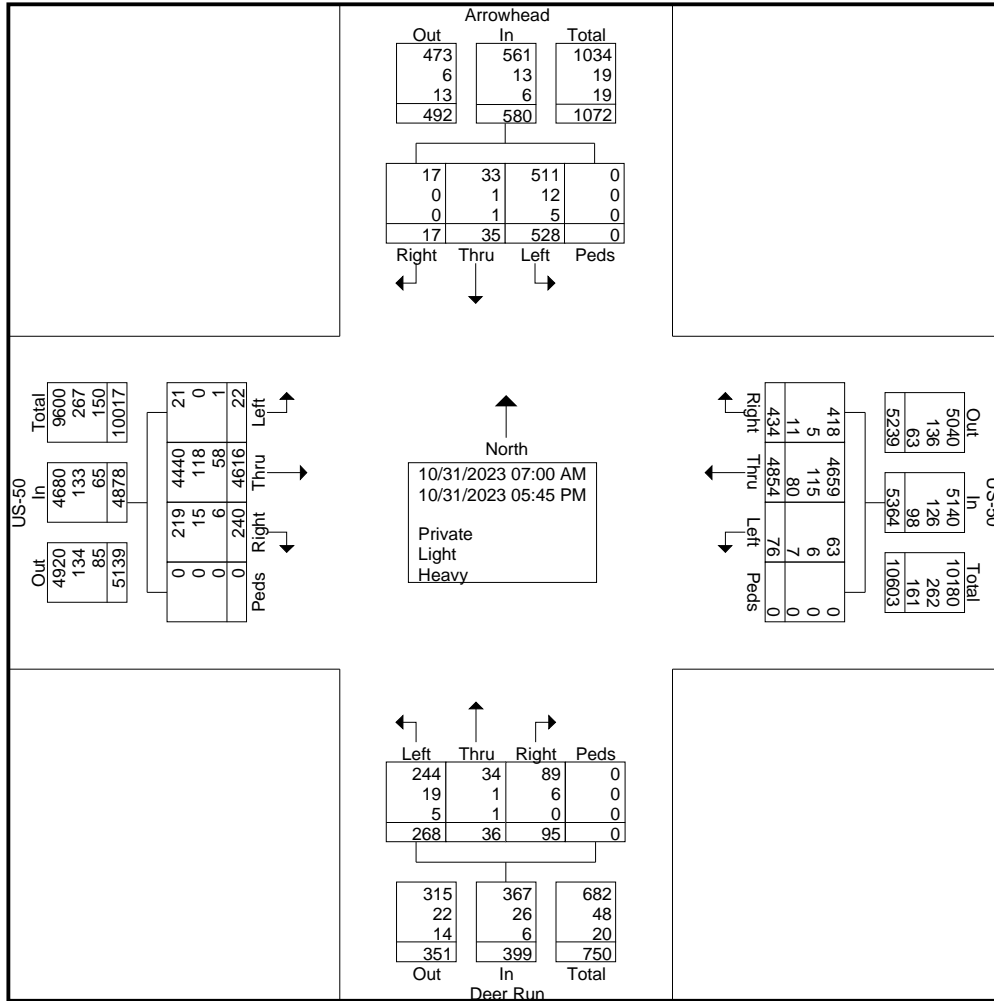
Groups Printed- Private - Light - Heavy

Start Time	Arrowhead Southbound					US-50 Westbound					Deer Run 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	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
08:00 AM	1	0	19	0	20	42	297	6	0	345	4	1	7	0	12	26	141	3	0	170	547
08:15 AM	0	2	11	0	13	31	272	4	0	307	2	3	12	0	17	17	151	0	0	168	505
08:30 AM	0	4	5	0	9	28	279	3	0	310	3	2	12	0	17	19	162	1	0	182	518
08:45 AM	1	0	19	0	20	27	293	4	0	324	2	1	17	0	20	18	129	1	0	148	512
Total	2	6	54	0	62	128	1141	17	0	1286	11	7	48	0	66	80	583	5	0	668	2082
*** 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

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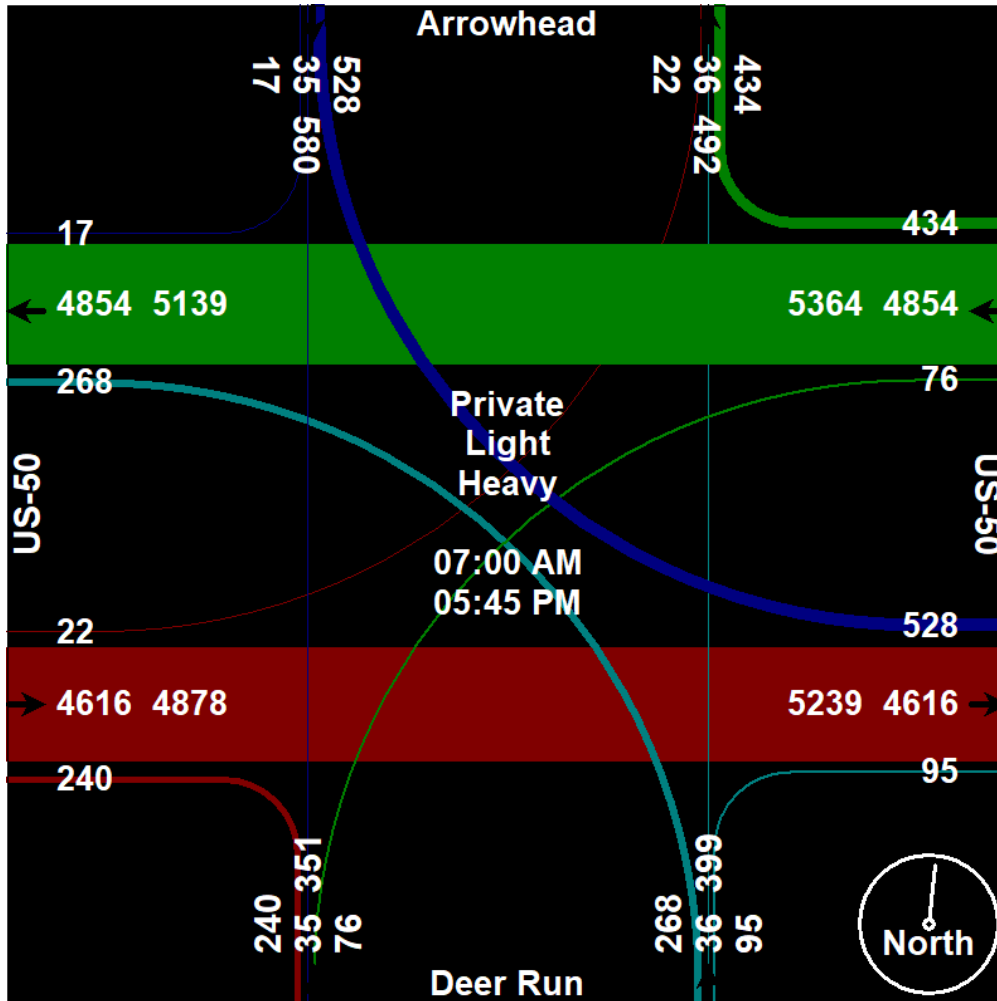
File Name : US-50 and Arrowhead Drive
 Site Code : 00000000
 Start Date : 10/31/2023
 Page No : 2



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

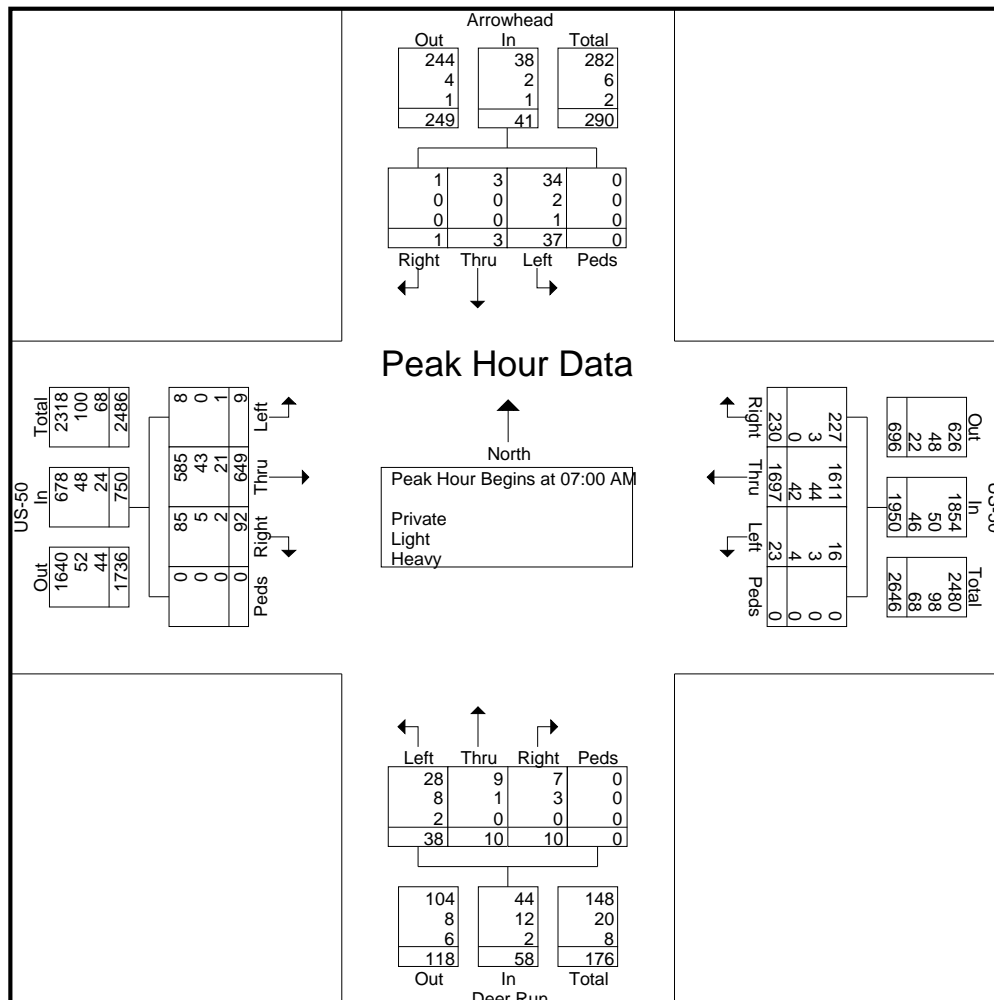


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File Name : US-50 and Arrowhead Drive
 Site Code : 00000000
 Start Date : 10/31/2023
 Page No : 4

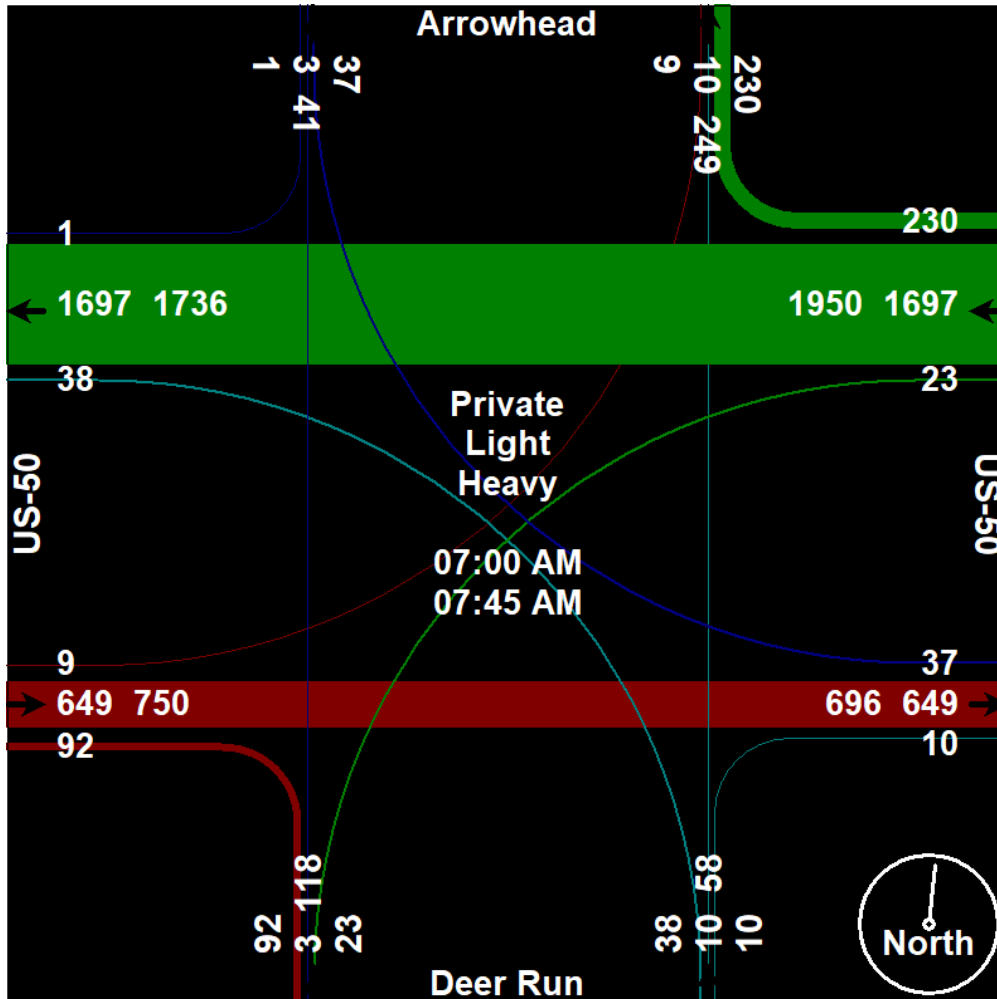
Start Time	Arrowhead Southbound					US-50 Westbound					Deer Run Northbound					US-50 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
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

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File Name : US-50 and Arrowhead Drive
Site Code : 00000000
Start Date : 10/31/2023
Page No : 5

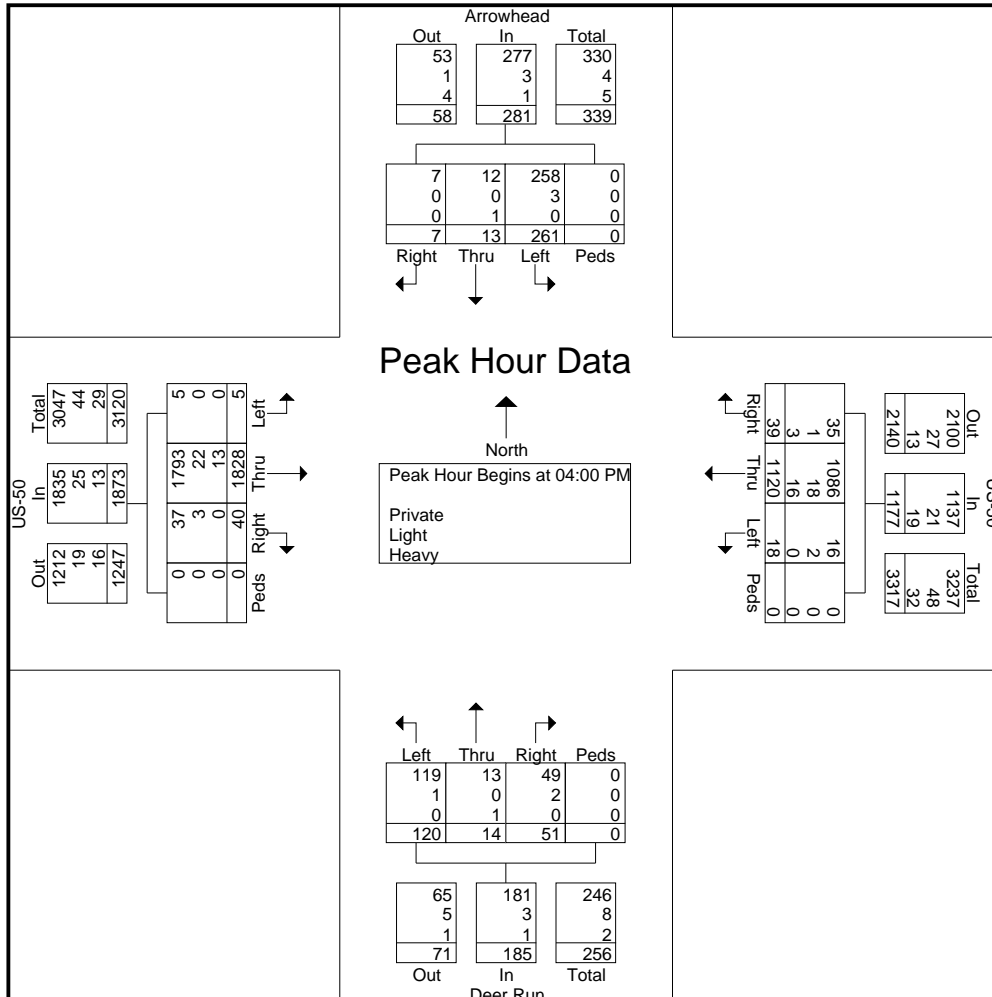


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 Site Code : 00000000
 Start Date : 10/31/2023
 Page No : 6

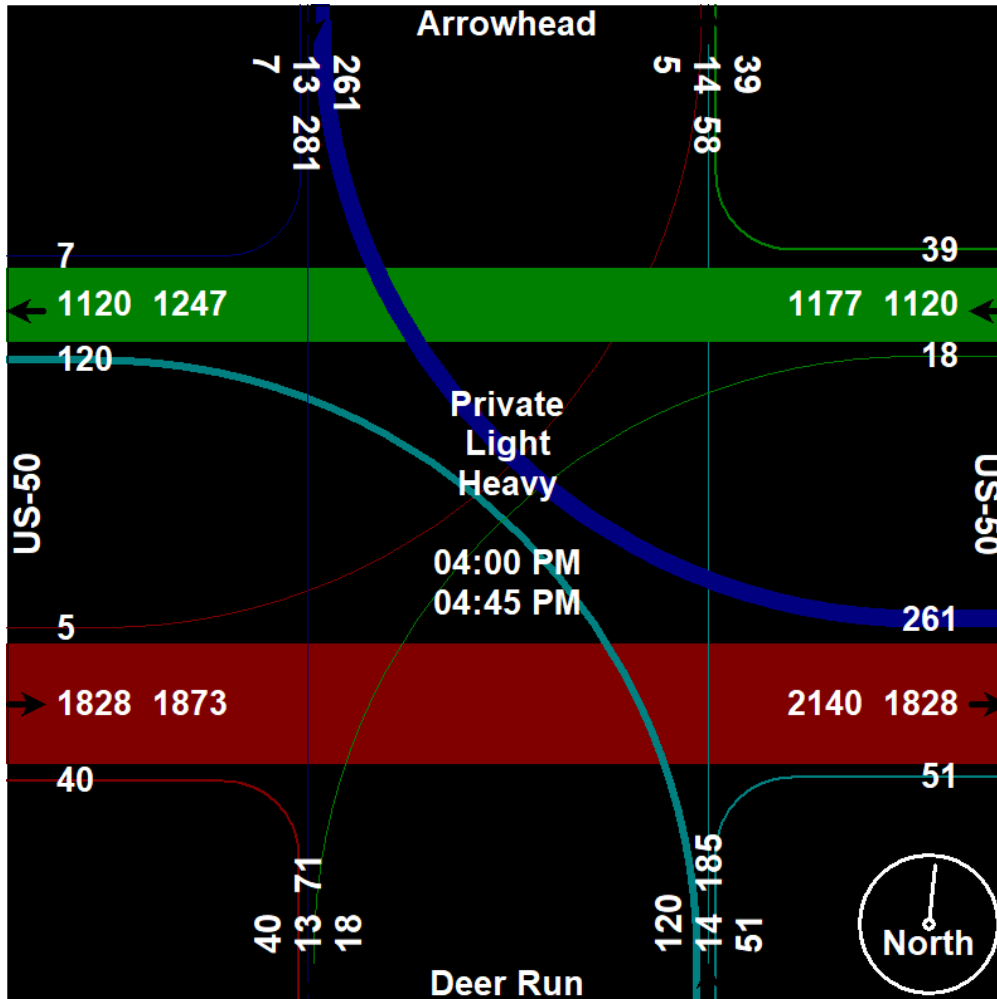
Start Time	Arrowhead Southbound					US-50 Westbound					Deer Run Northbound					US-50 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
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



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Site Code : 00000000
Start Date : 10/31/2023
Page No : 7



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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

Start Time	South bound	US-50 Westbound					Brown Northbound					US-50 Eastbound					Int. Total
	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. 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

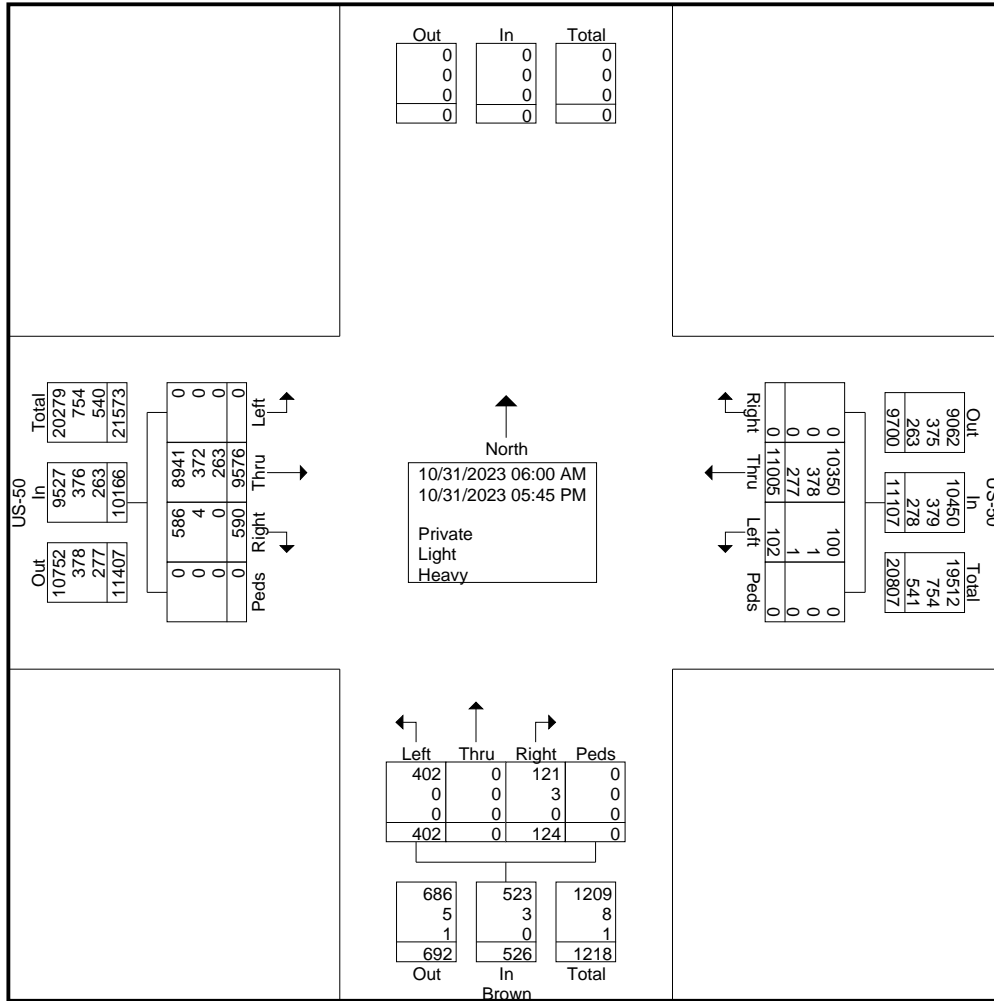
Groups Printed- Private - Light - Heavy

Start Time	South bound	US-50 Westbound					Brown Northbound					US-50 Eastbound					Int. Total
	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. 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

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1819 Quarley Place
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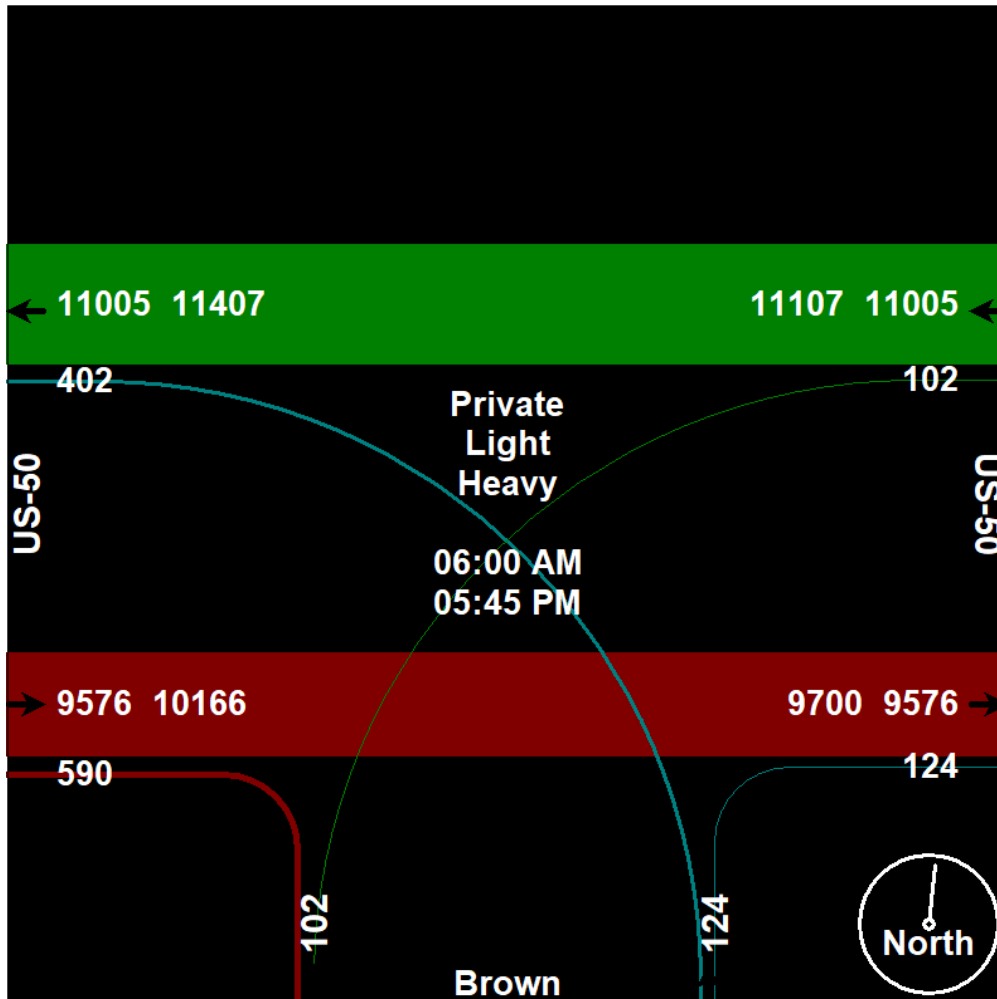
File Name : US-50 and Brown Street
 Site Code : 00000000
 Start Date : 10/31/2023
 Page No : 3



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

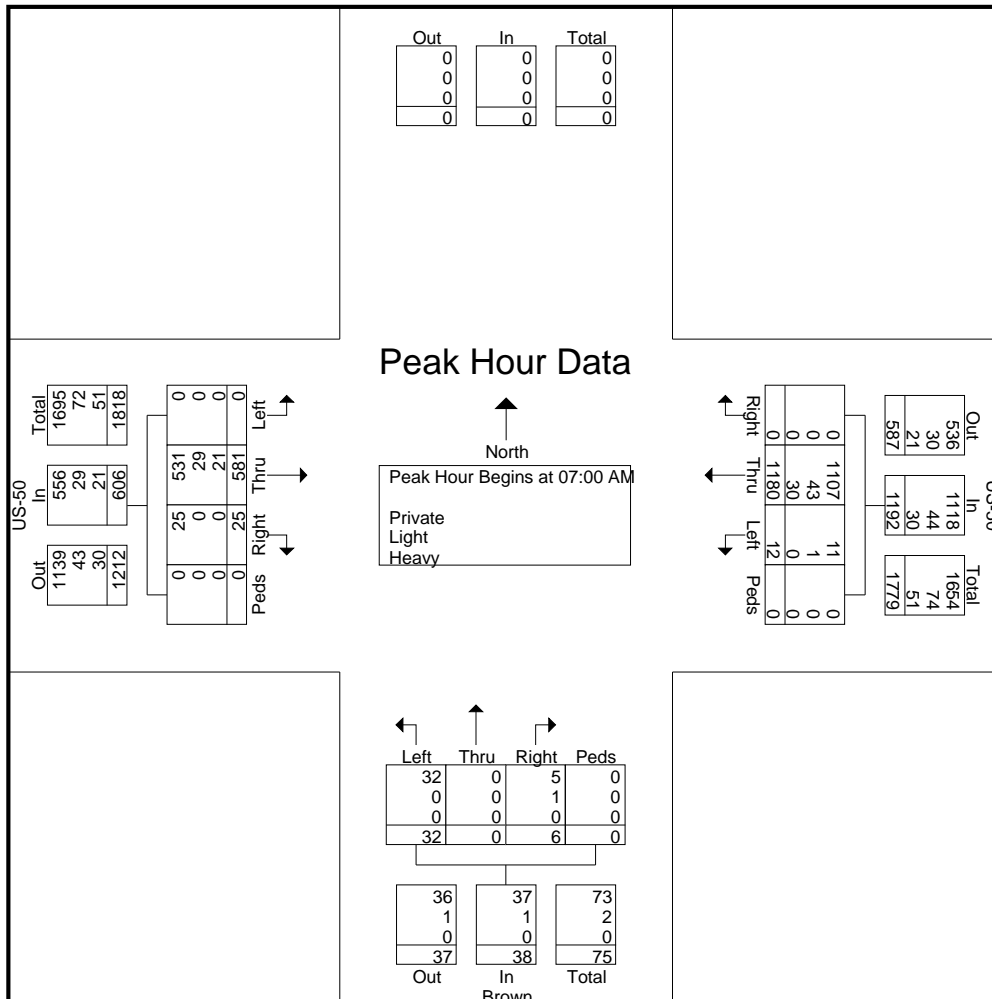


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File Name : US-50 and Brown Street
 Site Code : 00000000
 Start Date : 10/31/2023
 Page No : 5

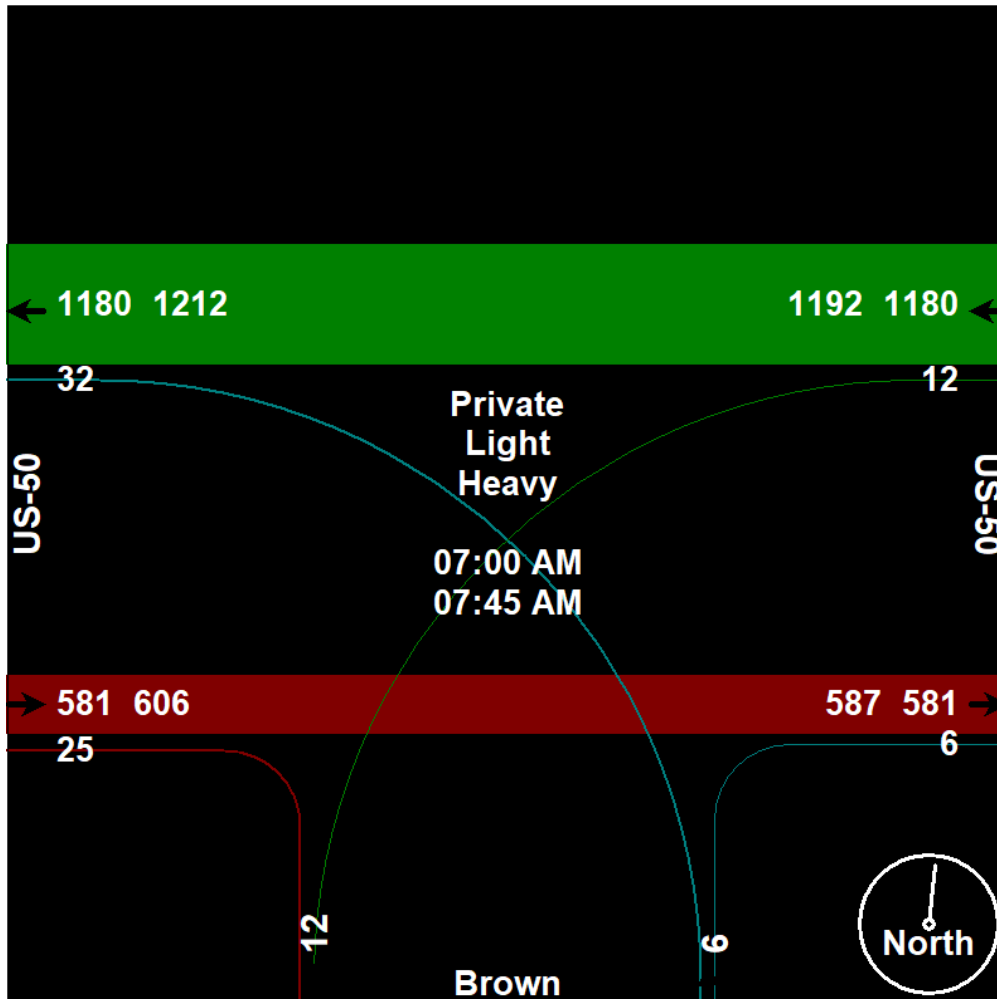
Start Time	South bound	US-50 Westbound				Brown Northbound				US-50 Eastbound				Int. Total			
	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru		Left	Peds	App. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	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 Volume	0	0	1180	12	0	1192	6	0	32	0	38	25	581	0	0	606	1836
% App. Total			99	1	0		15.8	0	84.2	0		4.1	95.9	0	0		
PHF	.000	.000	.908	.600	.000	.909	.375	.000	.727	.000	.633	.694	.875	.000	.000	.876	.902
Private	0	0	1107	11	0	1118	5	0	32	0	37	25	531	0	0	556	1711
% Private	0	0	93.8	91.7	0	93.8	83.3	0	100	0	97.4	100	91.4	0	0	91.7	93.2
Light	0	0	43	1	0	44	1	0	0	0	1	0	29	0	0	29	74
% Light	0	0	3.6	8.3	0	3.7	16.7	0	0	0	2.6	0	5.0	0	0	4.8	4.0
Heavy	0	0	30	0	0	30	0	0	0	0	0	0	21	0	0	21	51
% Heavy	0	0	2.5	0	0	2.5	0	0	0	0	0	0	3.6	0	0	3.5	2.8



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Site Code : 00000000
Start Date : 10/31/2023
Page No : 6

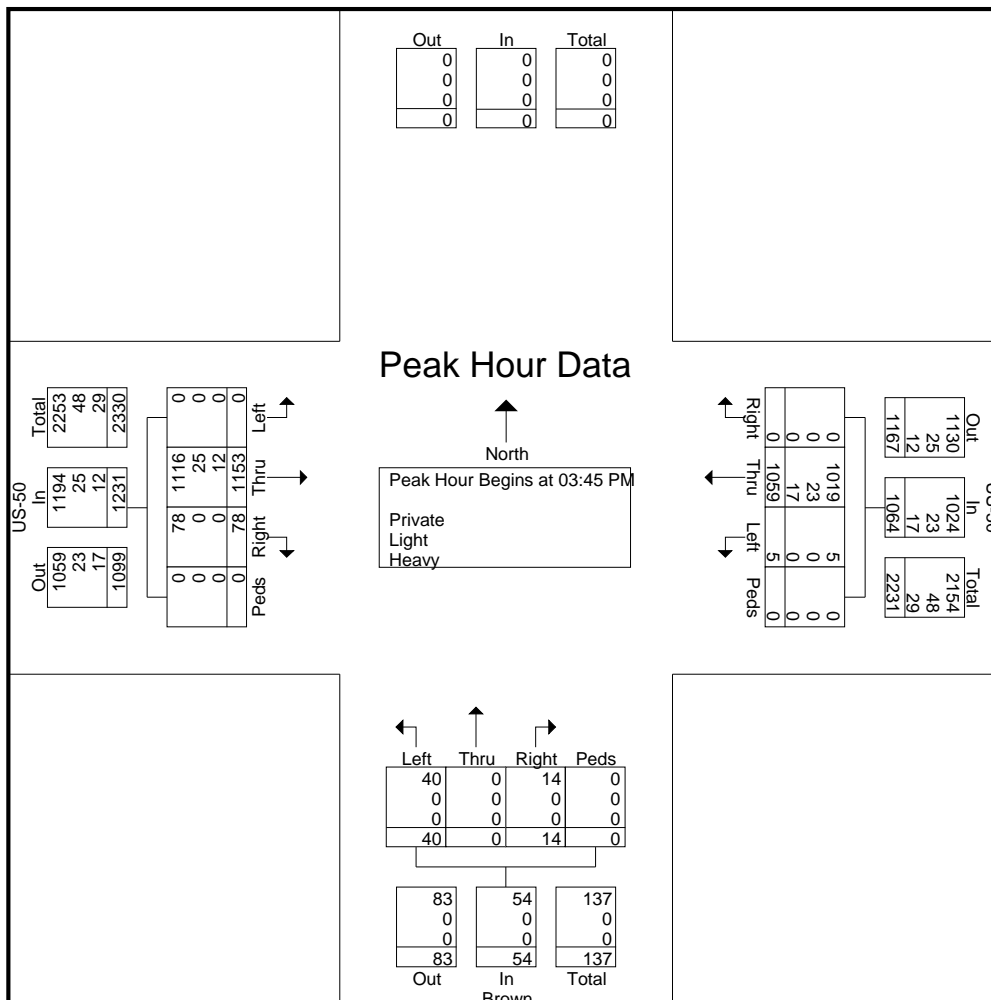


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File Name : US-50 and Brown Street
 Site Code : 00000000
 Start Date : 10/31/2023
 Page No : 7

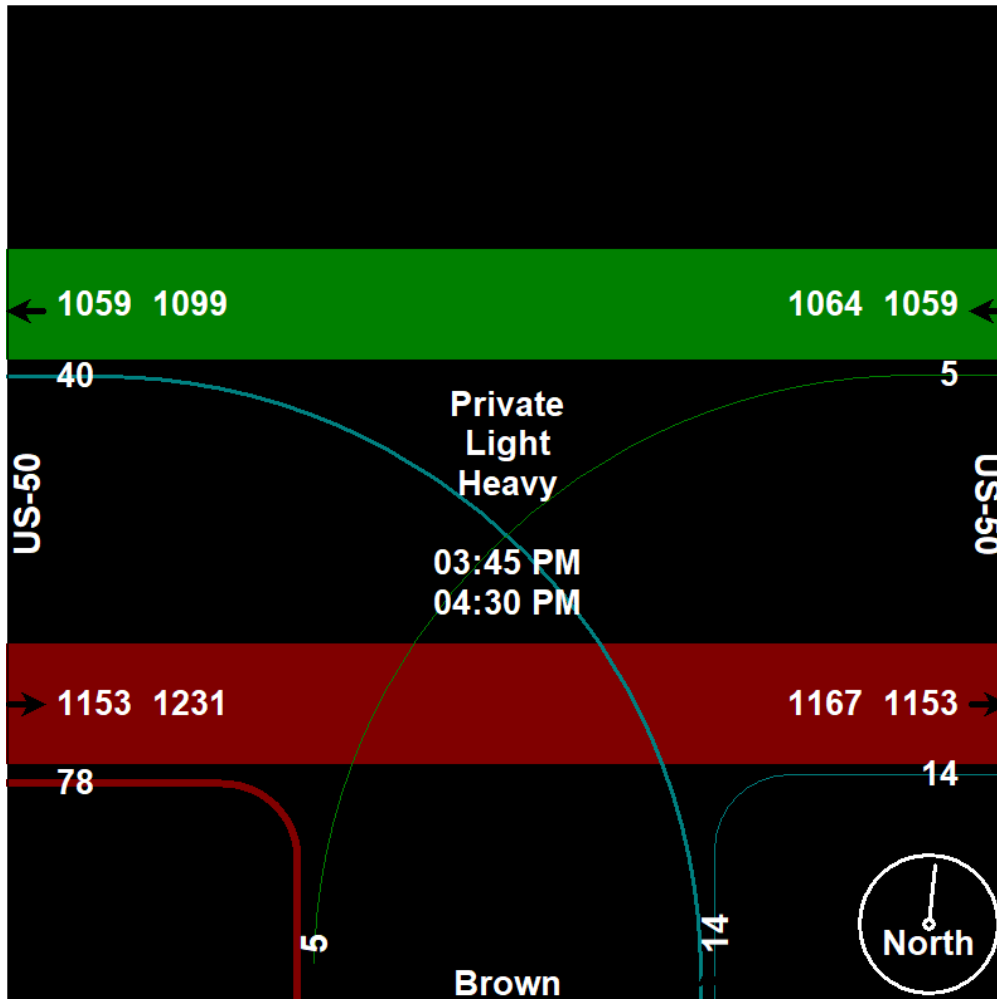
Start Time	South bound	US-50 Westbound					Brown Northbound					US-50 Eastbound					Int. Total
	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire 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	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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File Name : US-50 and Brown Street
Site Code : 00000000
Start Date : 10/31/2023
Page No : 8



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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

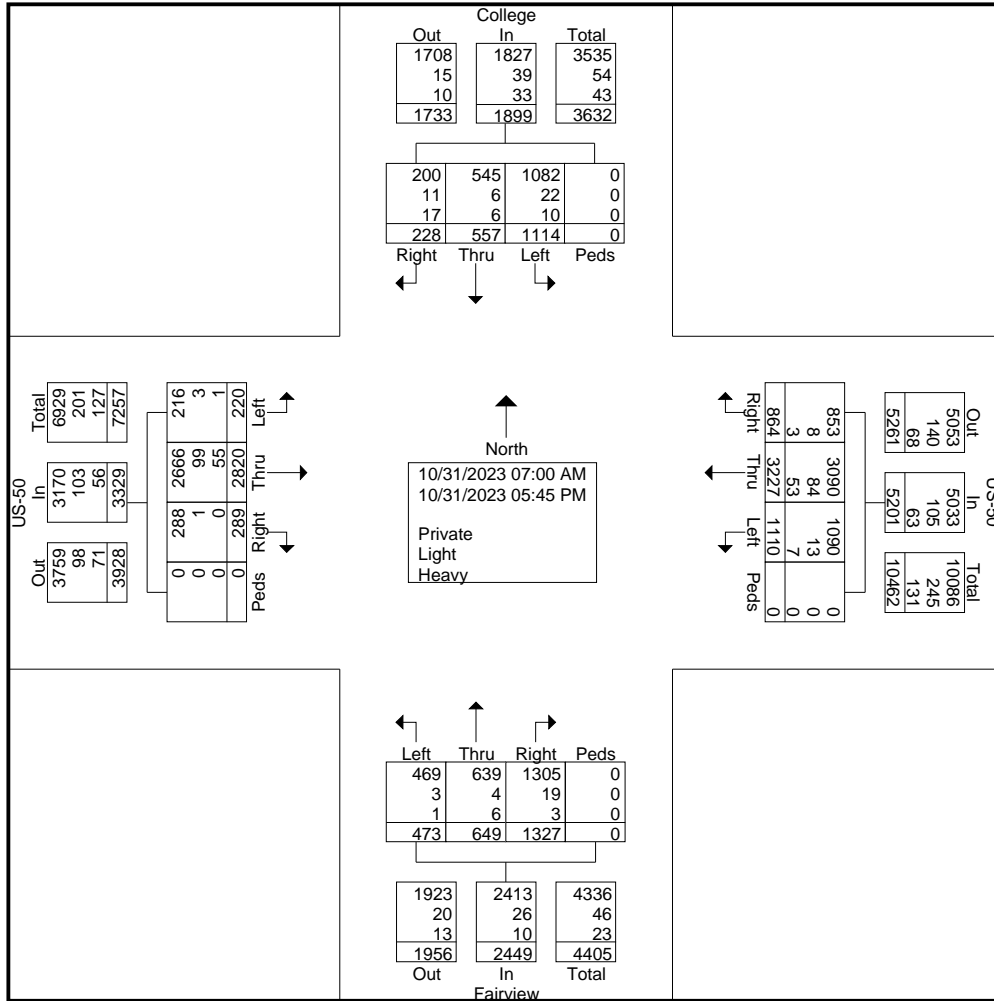
Groups Printed- Private - Light - Heavy

Start Time	College Southbound					US-50 Westbound					Fairview 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	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
08:00 AM	11	21	46	0	78	46	201	49	0	296	46	22	27	0	95	10	117	14	0	141	610
08:15 AM	14	18	32	0	64	54	172	48	0	274	38	29	23	0	90	9	121	11	0	141	569
08:30 AM	11	15	33	0	59	46	191	37	0	274	41	33	18	0	92	14	131	17	0	162	587
08:45 AM	21	14	30	0	65	57	192	49	0	298	39	22	14	0	75	14	116	15	0	145	583
Total	57	68	141	0	266	203	756	183	0	1142	164	106	82	0	352	47	485	57	0	589	2349
*** 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

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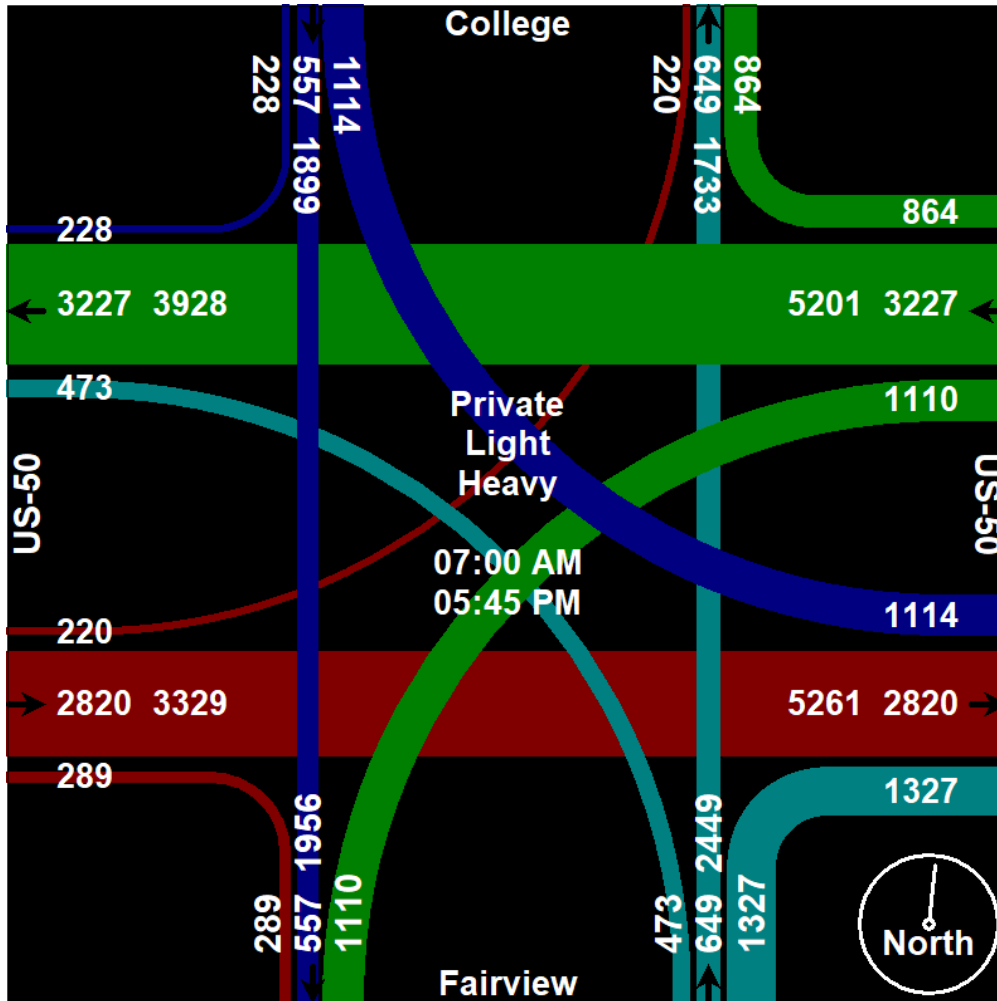
File Name : US-50 and College Parkway
 Site Code : 00000000
 Start Date : 10/31/2023
 Page No : 2



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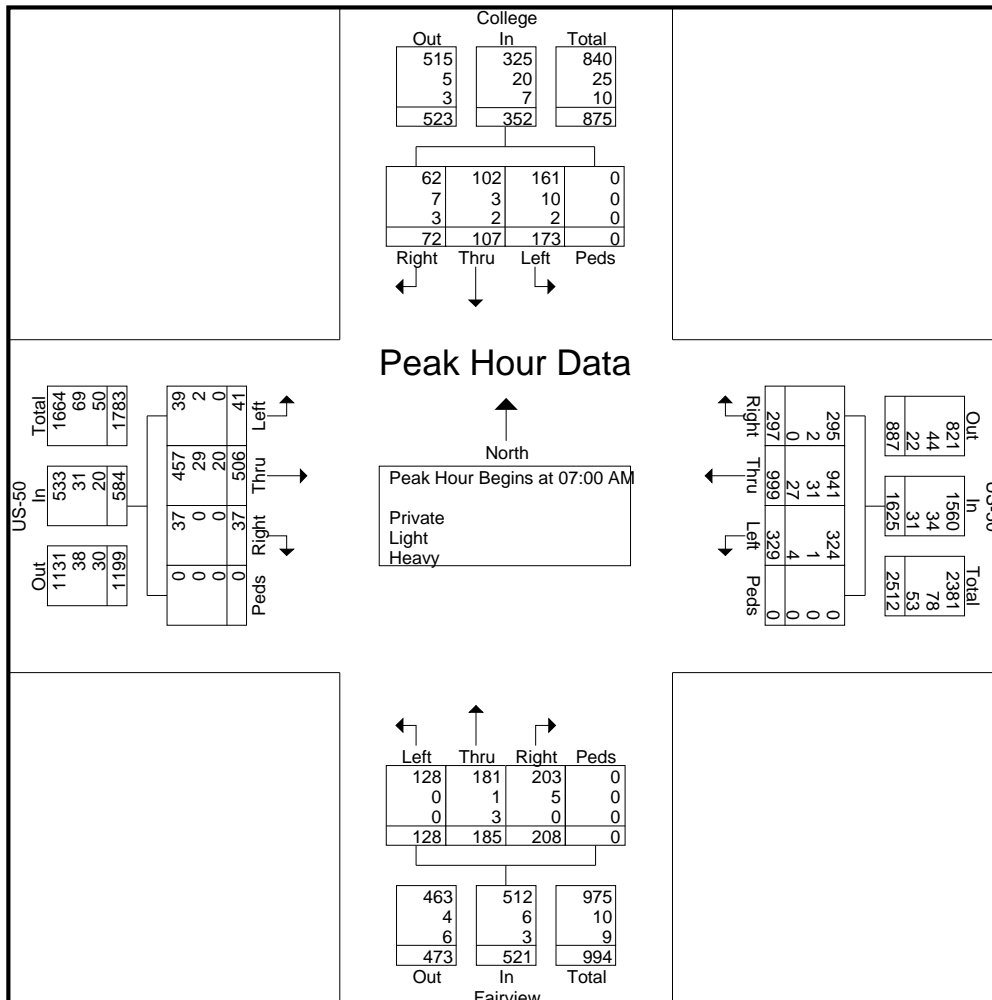


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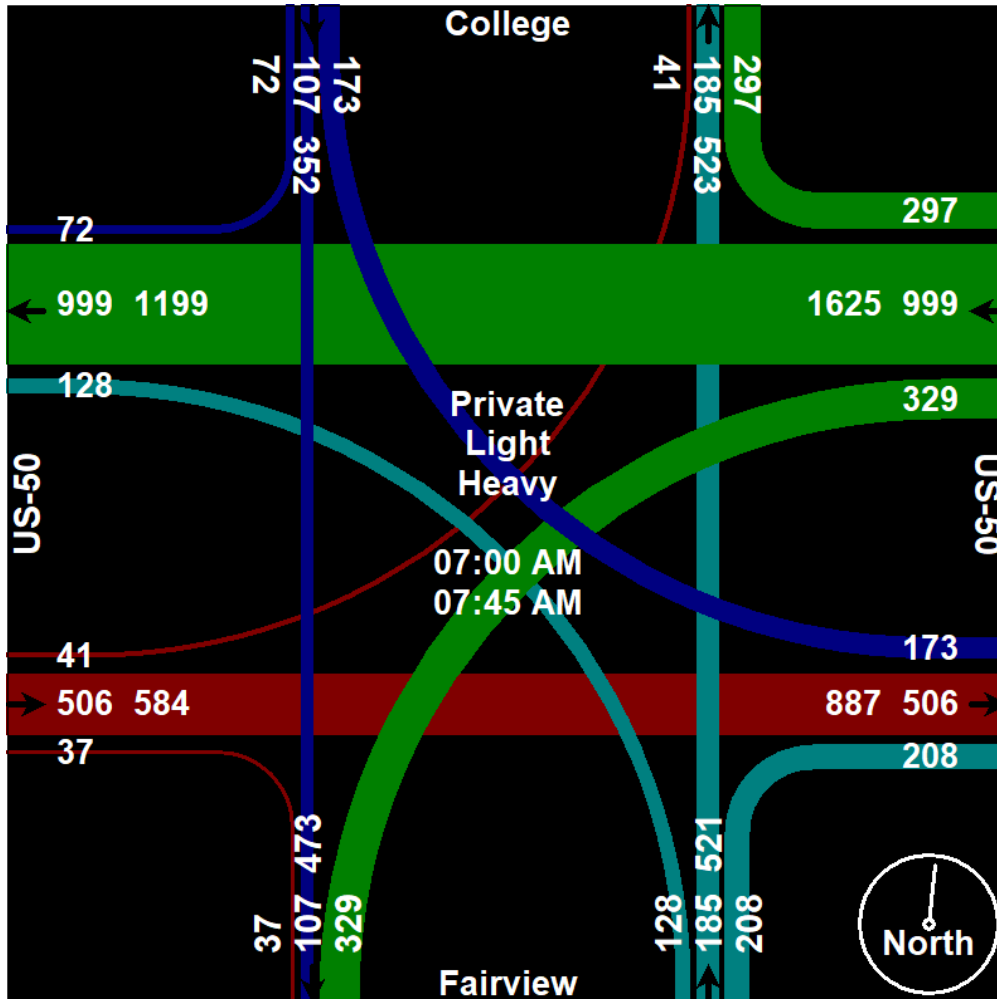
Start Time	College Southbound					US-50 Westbound					Fairview Northbound					US-50 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
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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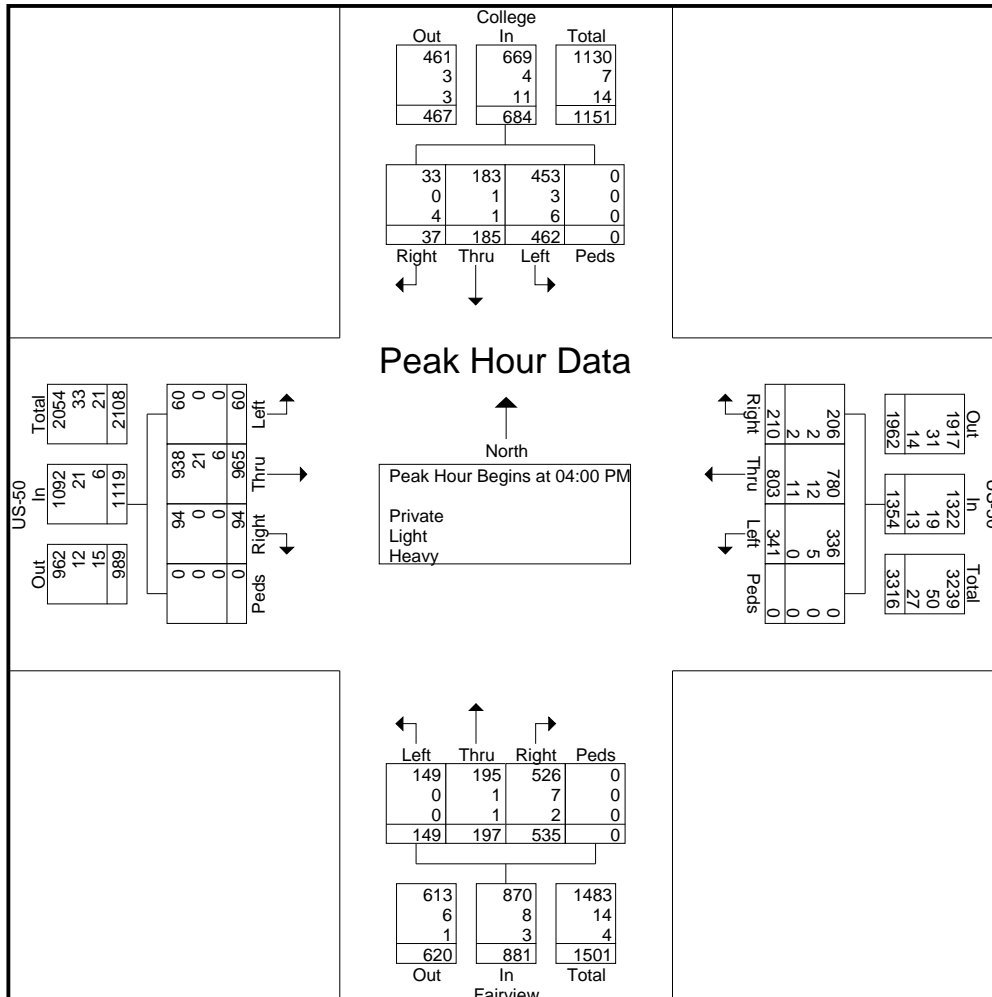


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 Page No : 6

Start Time	College Southbound					US-50 Westbound					Fairview 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	
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



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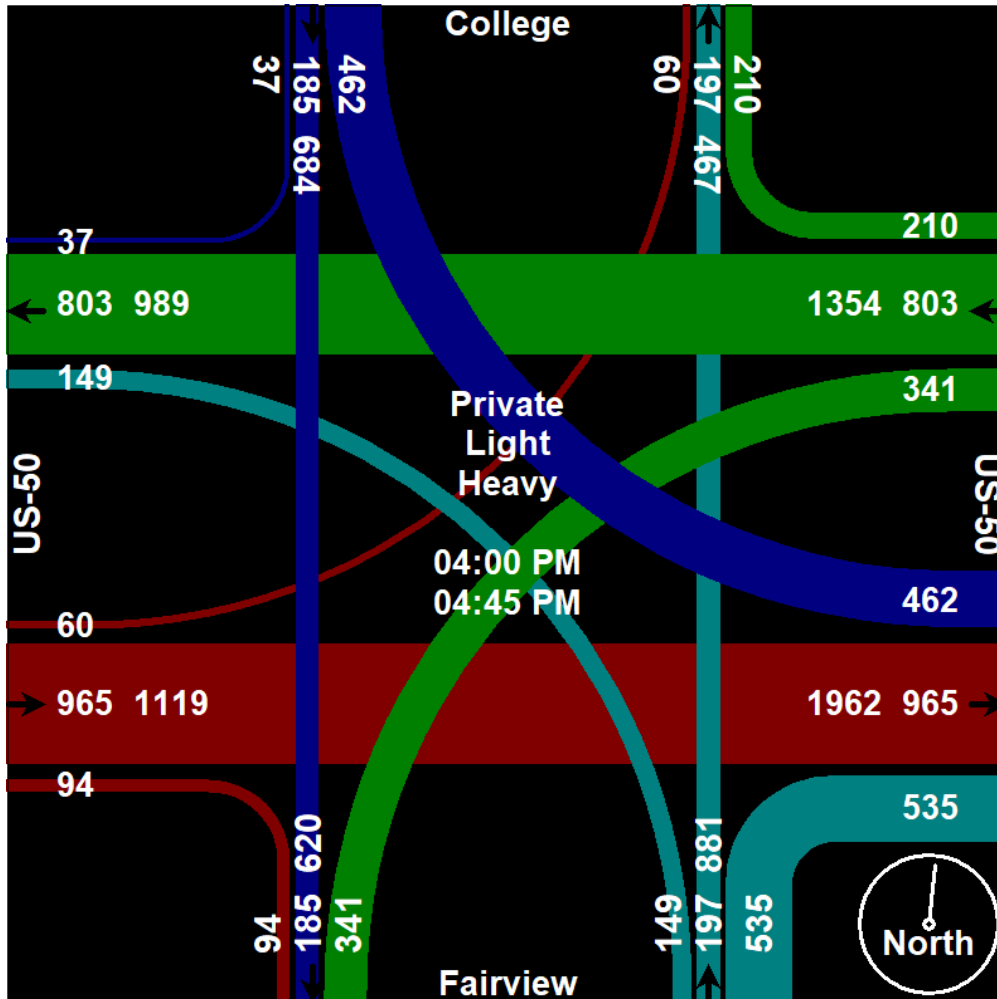
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File Name : US-50 and College Parkway

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Page No : 7



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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

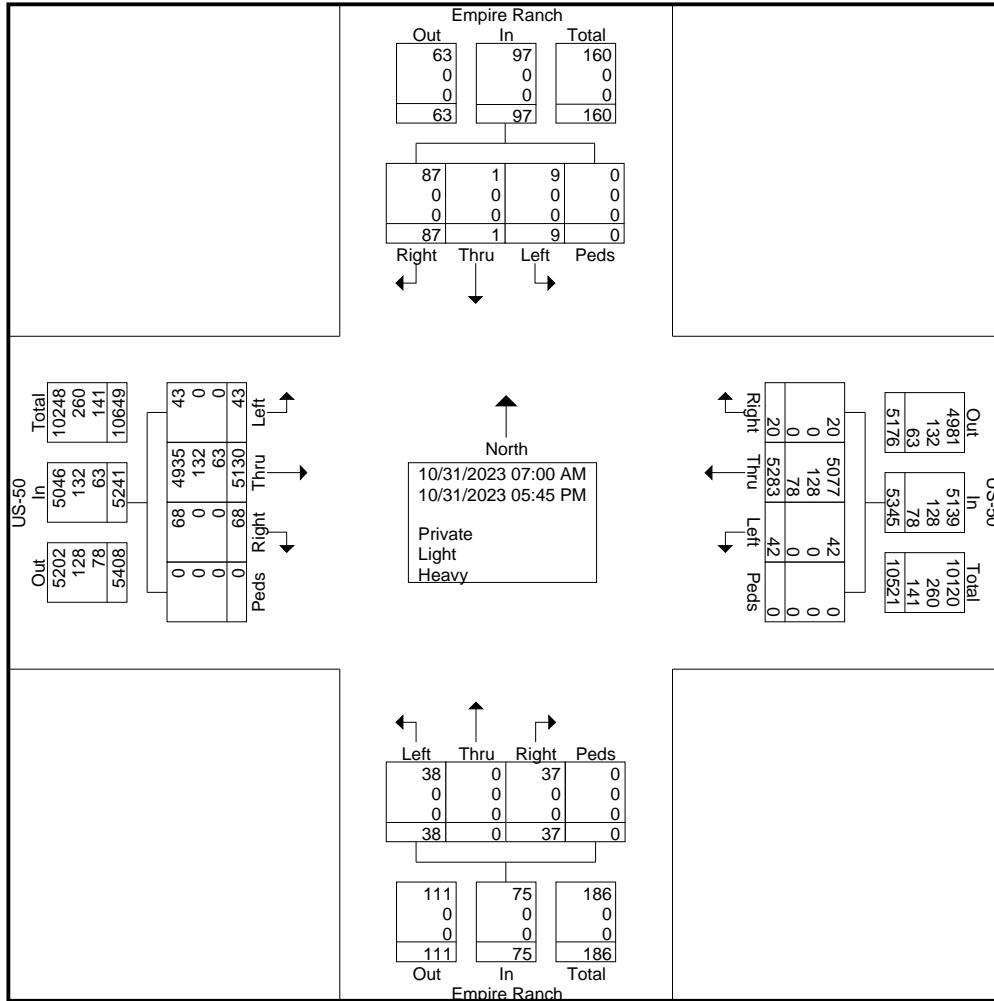
Groups Printed- Private - Light - Heavy

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

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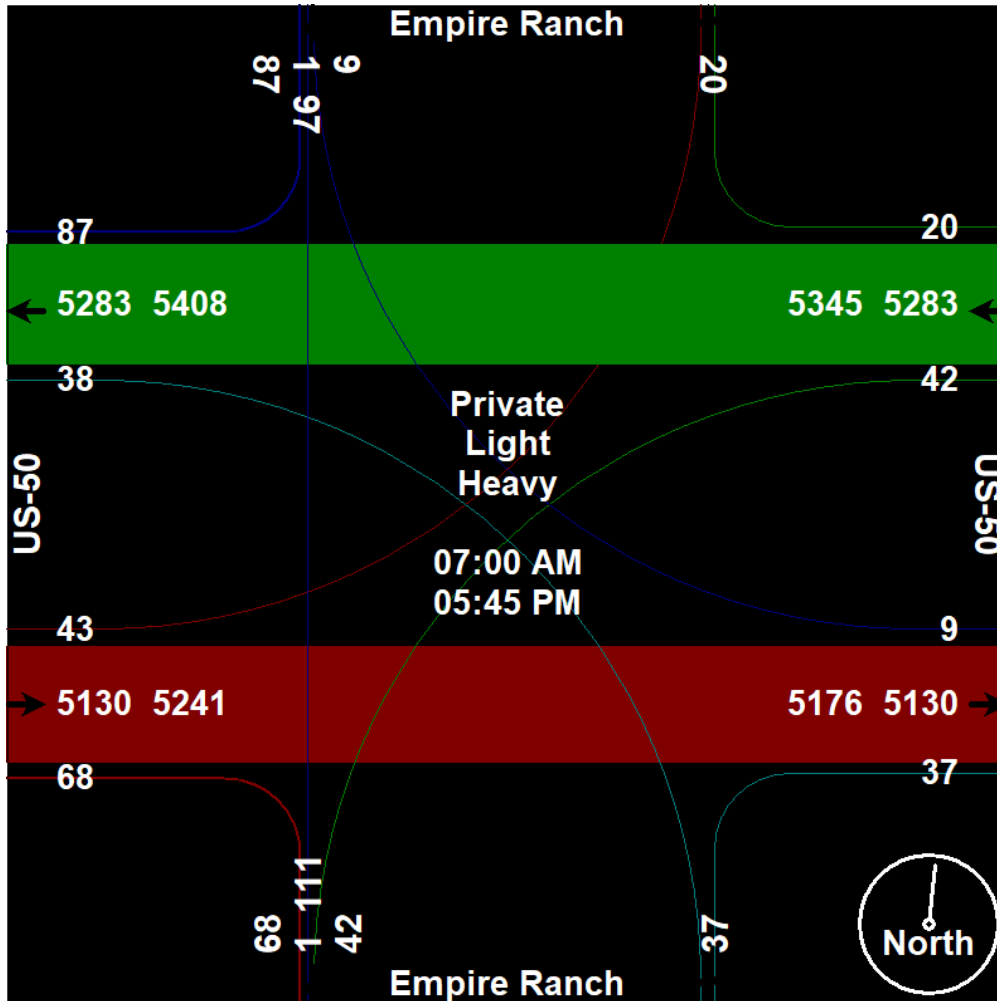
File Name : US-50 and Empire Ranch Road
 Site Code : 00000000
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 Page No : 2



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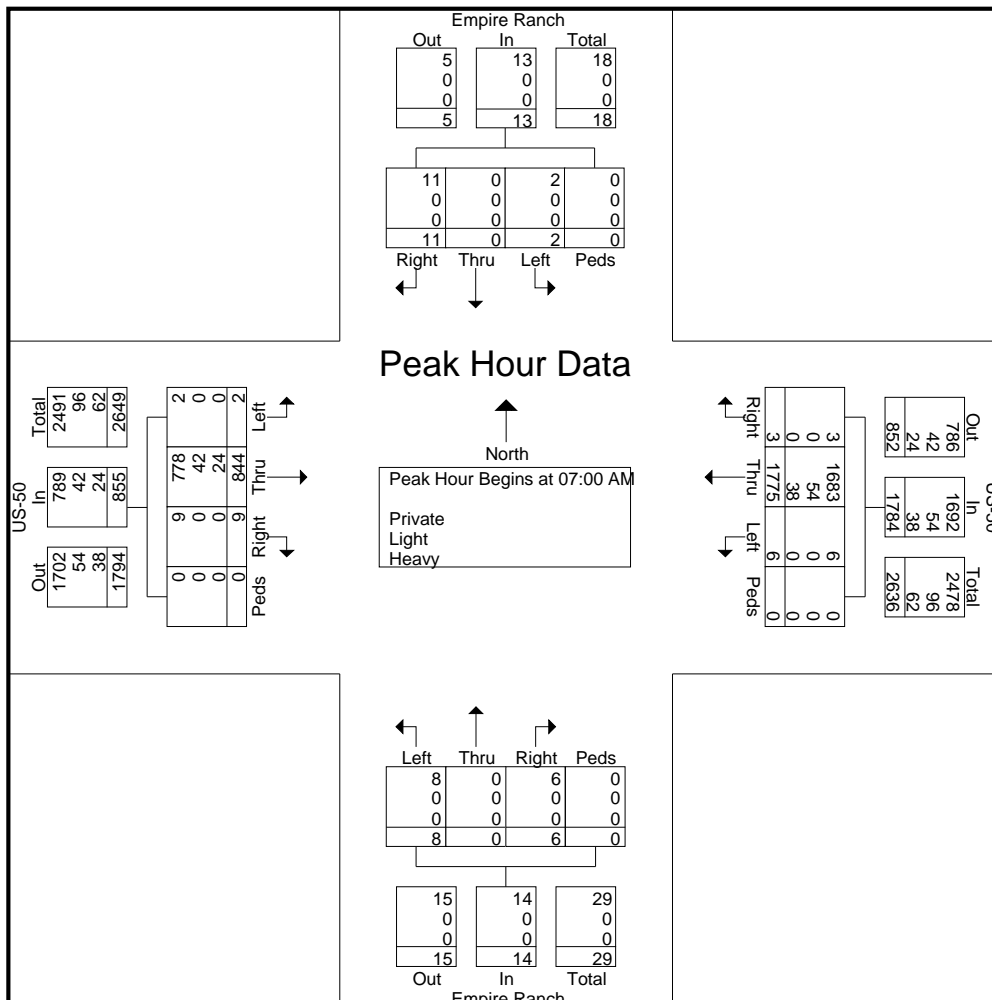


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 Page No : 4

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	
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



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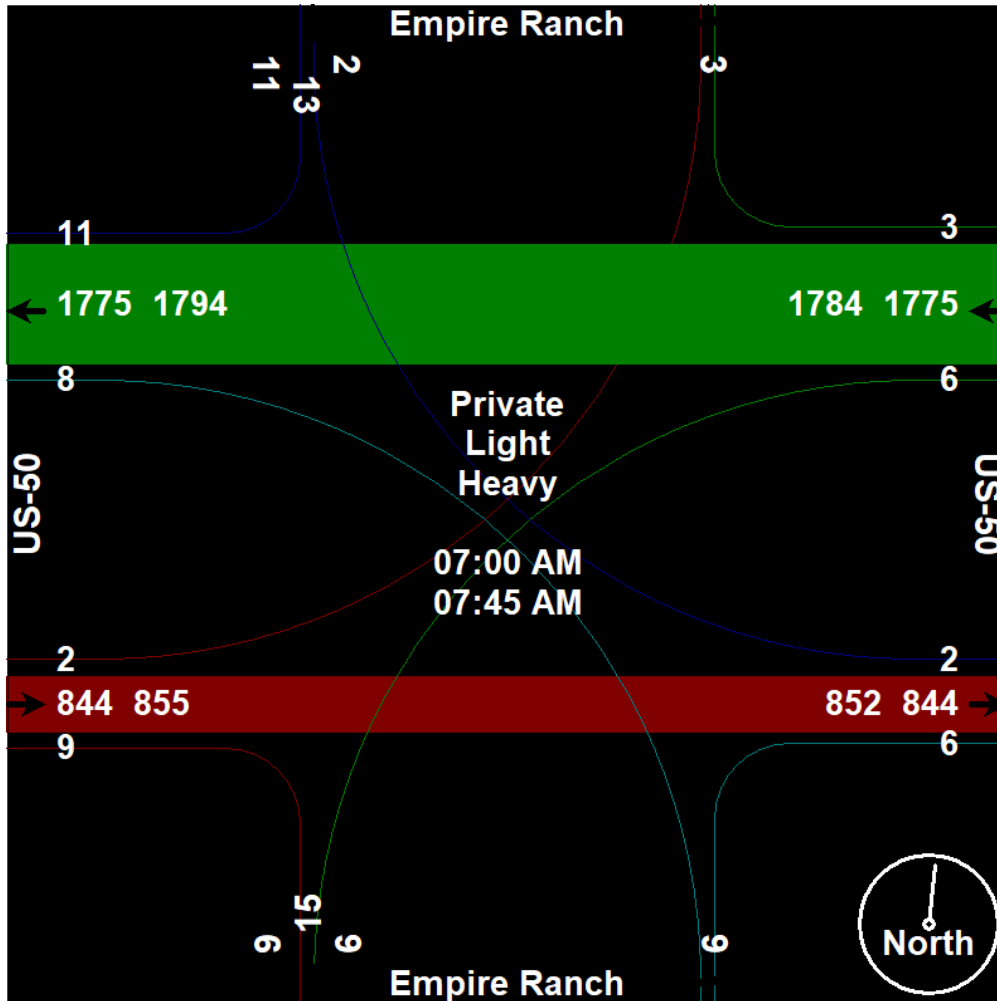
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Page No : 5

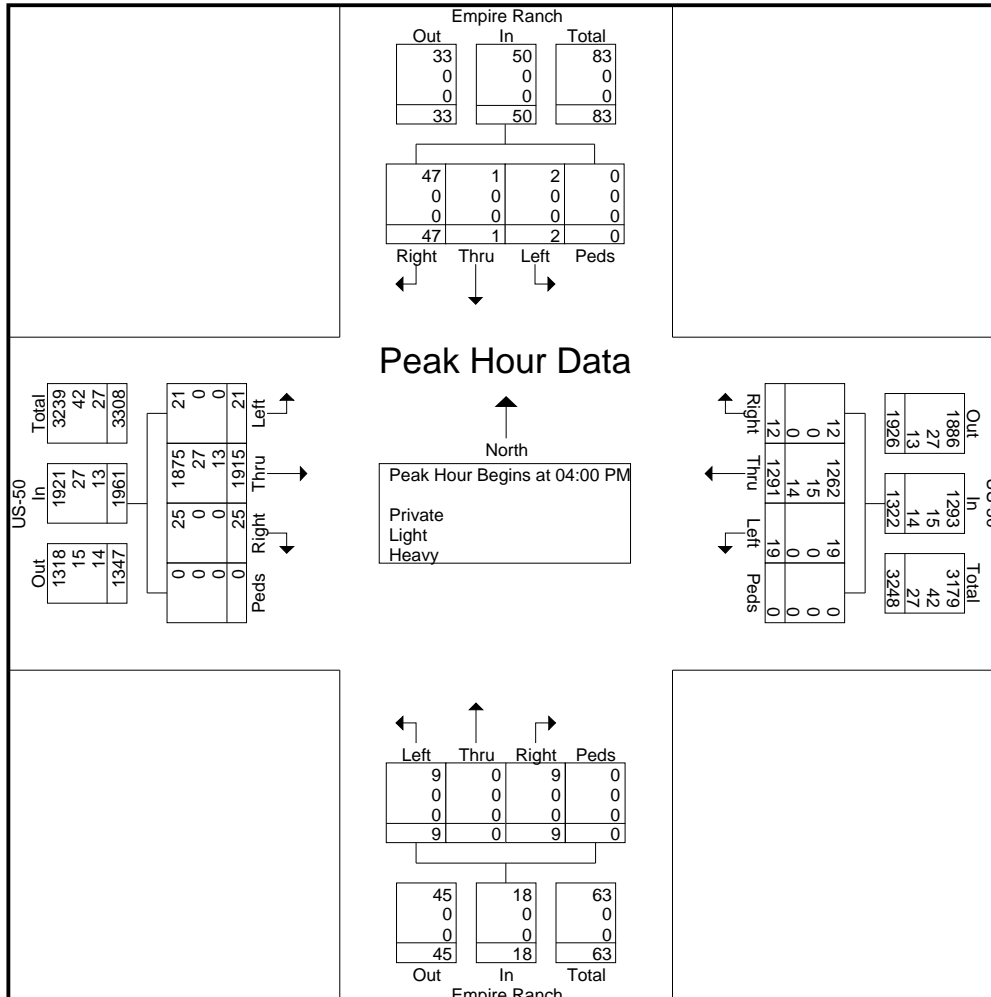


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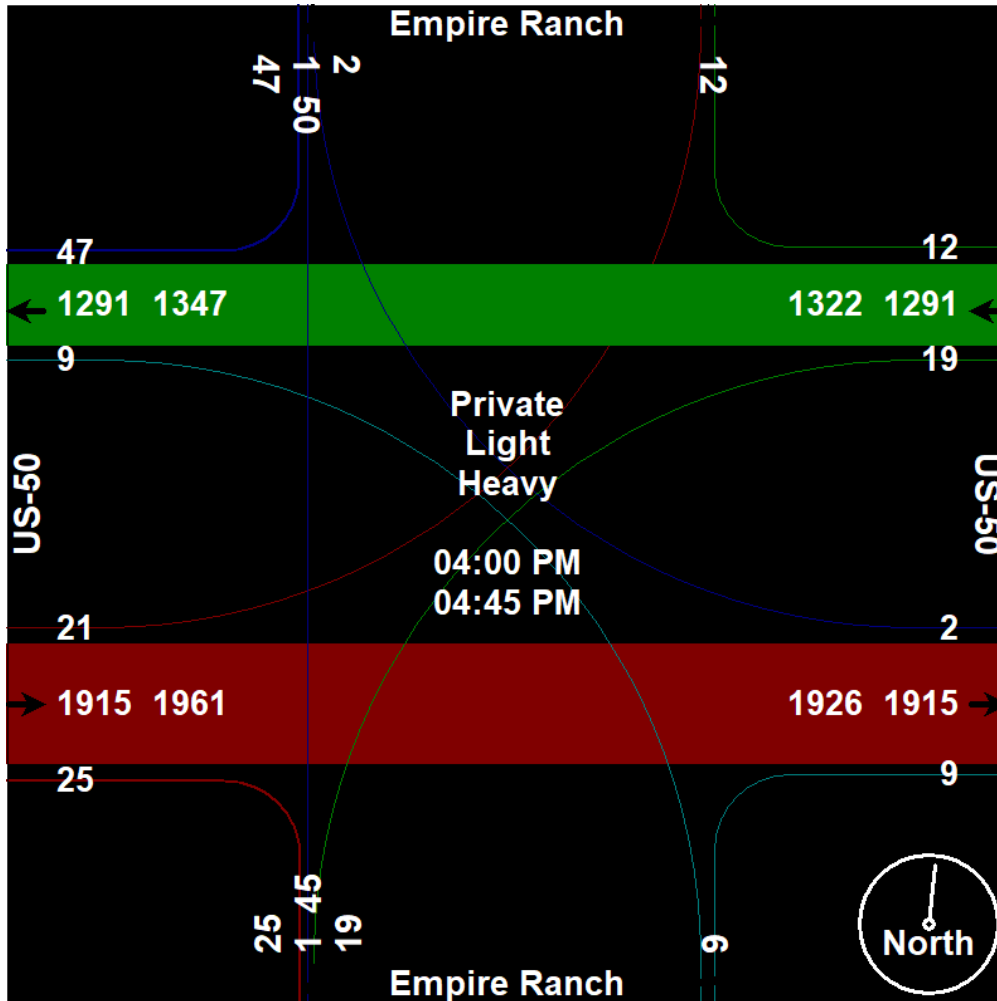
Start Time	Empire Ranch Southbound					US-50 Westbound					Empire Ranch Northbound					US-50 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	10	0	0	0	10	5	358	5	0	368	2	0	1	0	3	8	476	5	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	100	0	97.8	100	0	100	0	100	100	97.9	100	0	98.0	97.9
% 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



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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

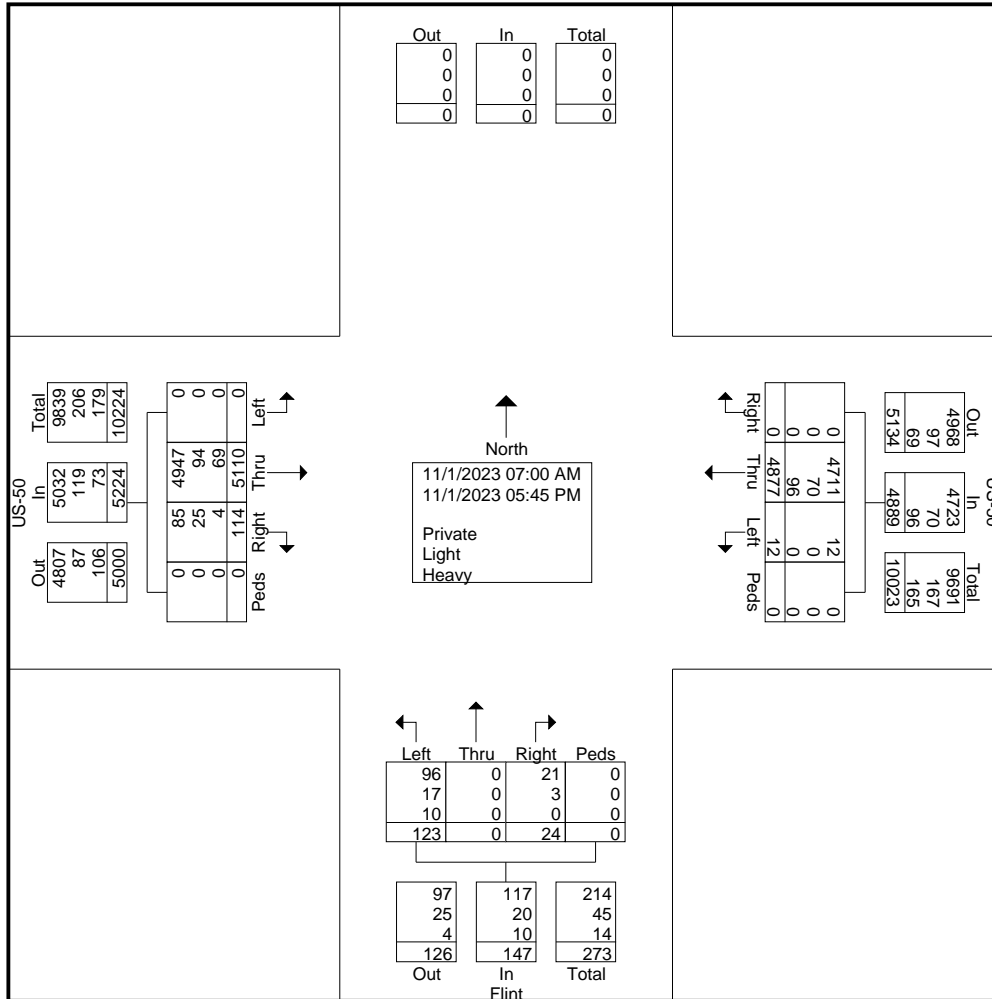
Groups Printed- Private - Light - Heavy

Start Time	South bound	US-50 Westbound					Flint Northbound					US-50 Eastbound					Int. Total
	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. 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	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

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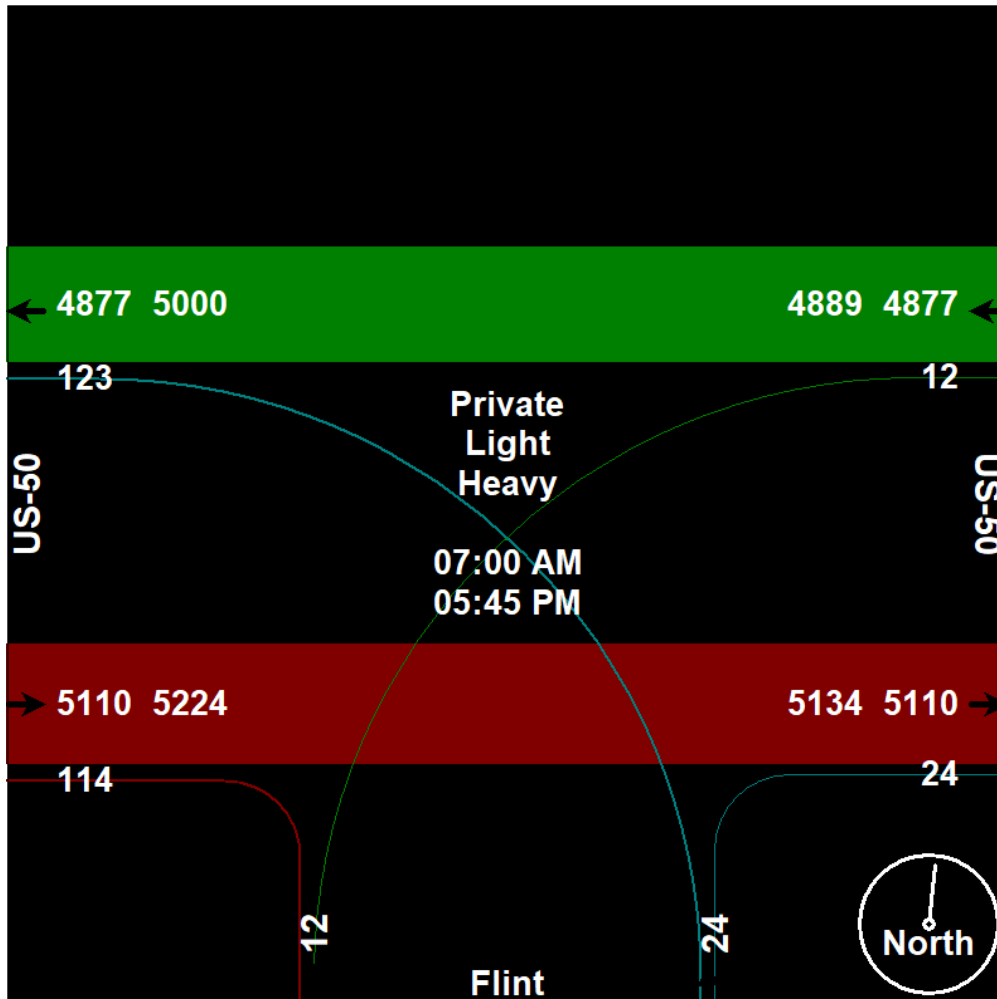
File Name : US-50 and Flint Road
 Site Code : 00000000
 Start Date : 11/1/2023
 Page No : 2



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Site Code : 00000000
Start Date : 11/1/2023
Page No : 3

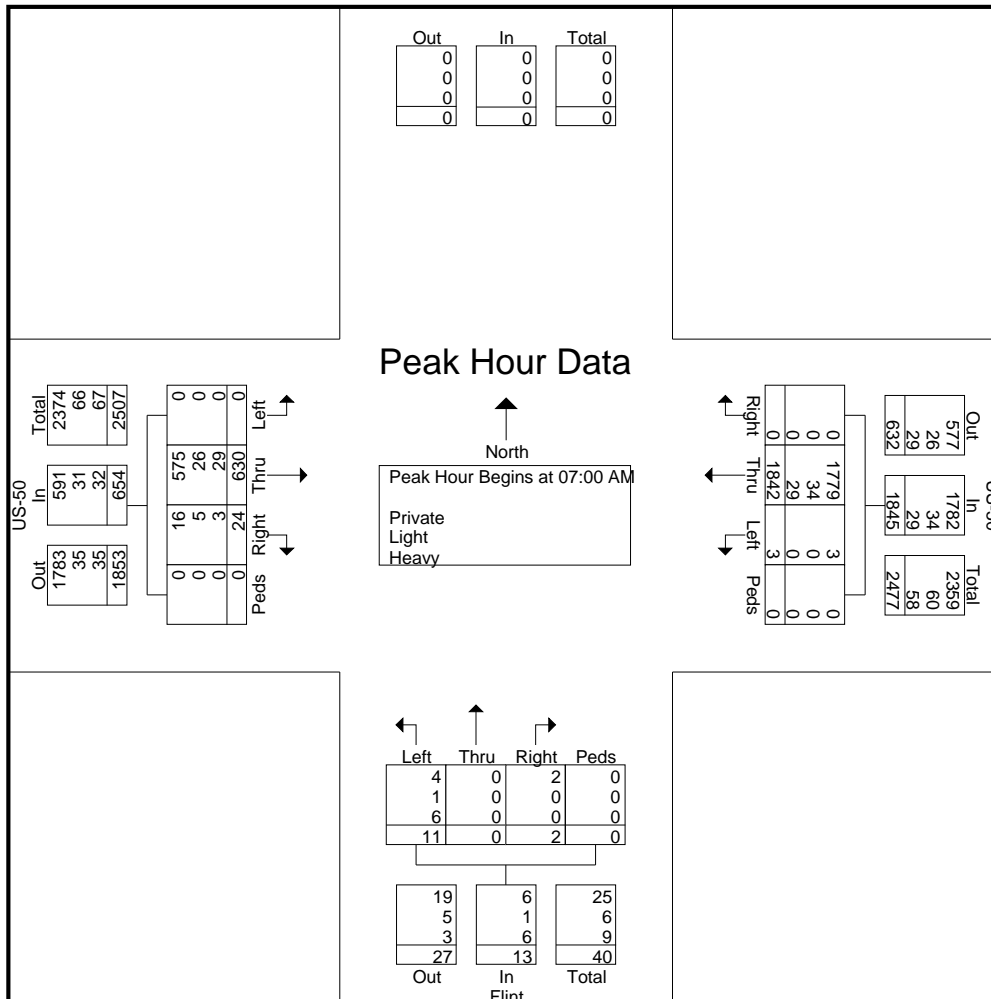


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File Name : US-50 and Flint Road
 Site Code : 00000000
 Start Date : 11/1/2023
 Page No : 4

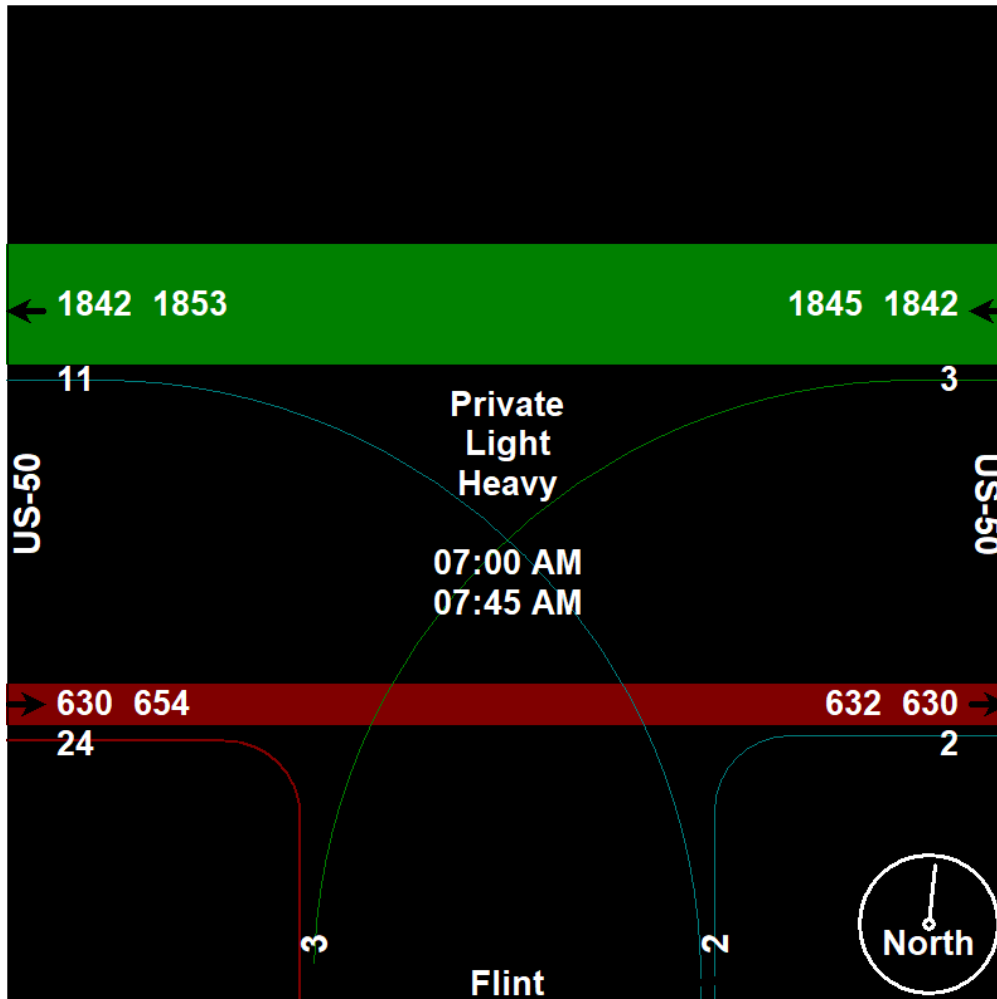
Start Time	South bound	US-50 Westbound				Flint Northbound				US-50 Eastbound				Int. Total			
	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru		Left	Peds	App. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	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 : 5

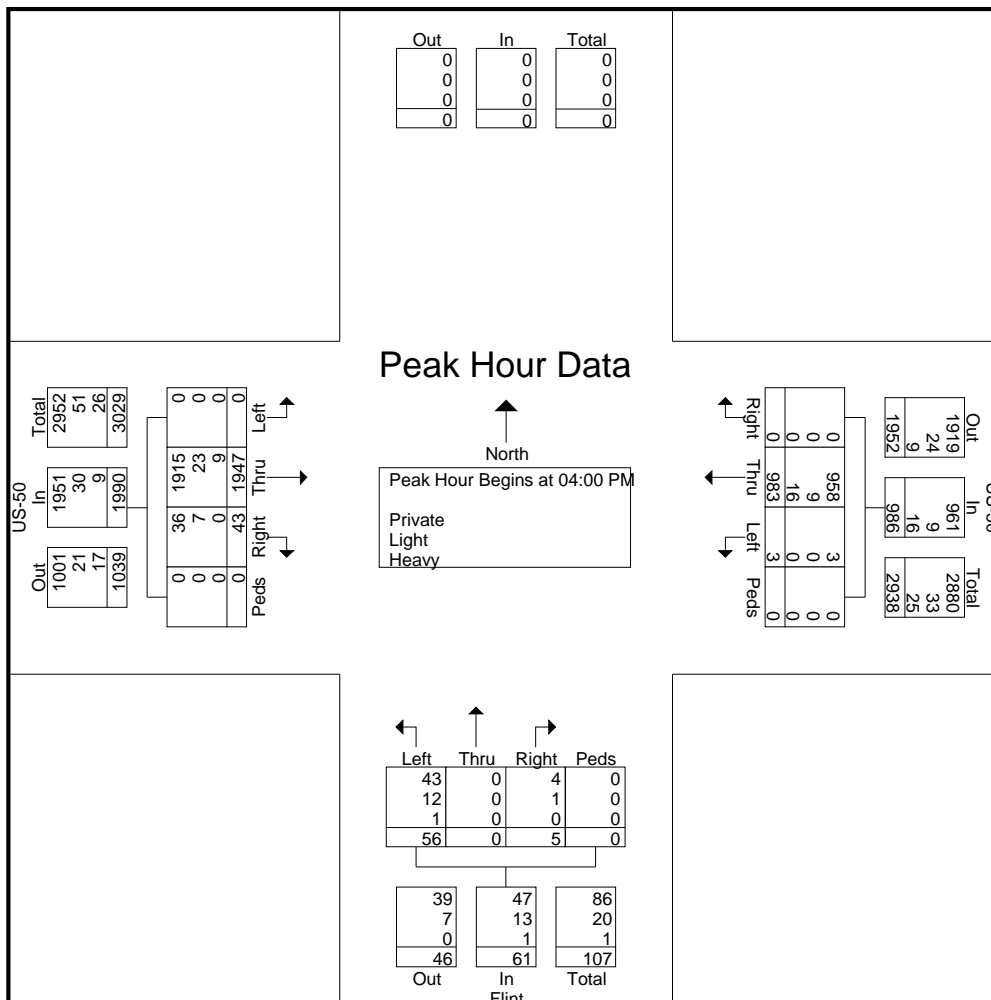


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File Name : US-50 and Flint Road
 Site Code : 00000000
 Start Date : 11/1/2023
 Page No : 6

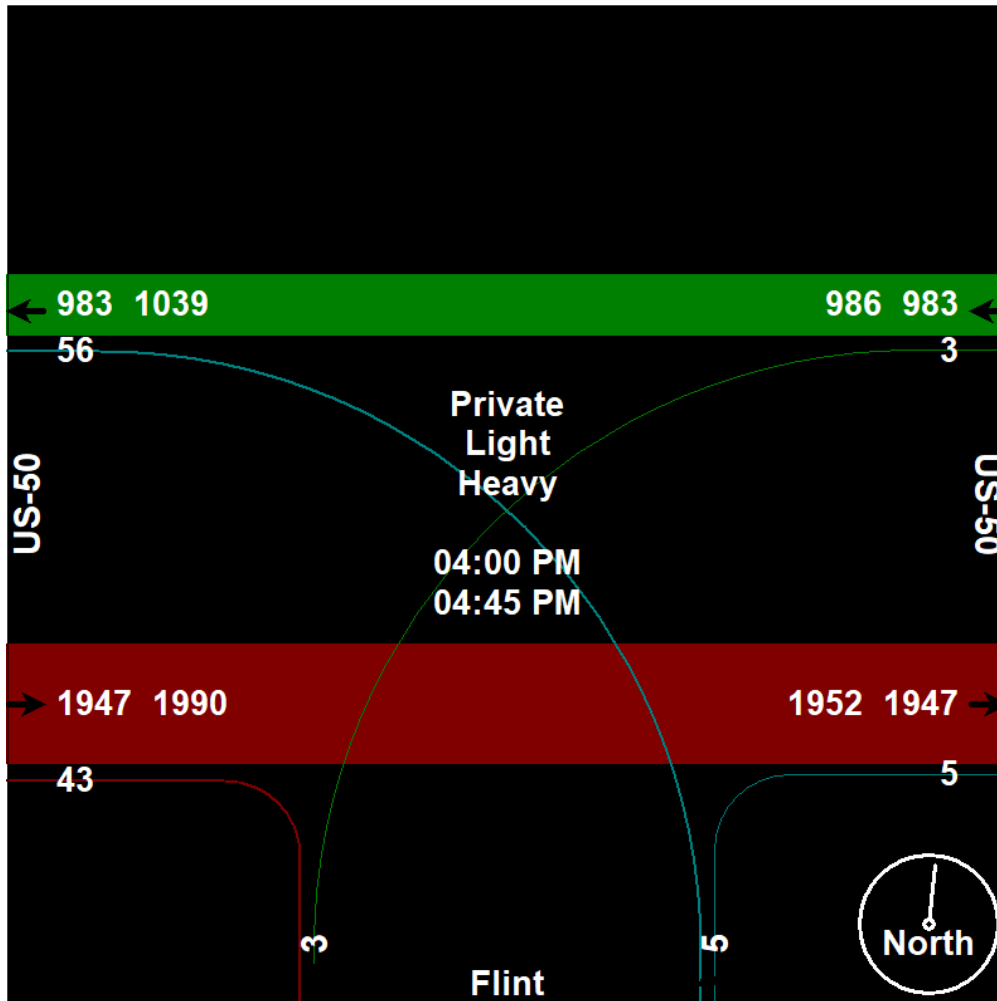
Start Time	South bound	US-50 Westbound					Flint Northbound					US-50 Eastbound					Int. Total
	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire 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	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

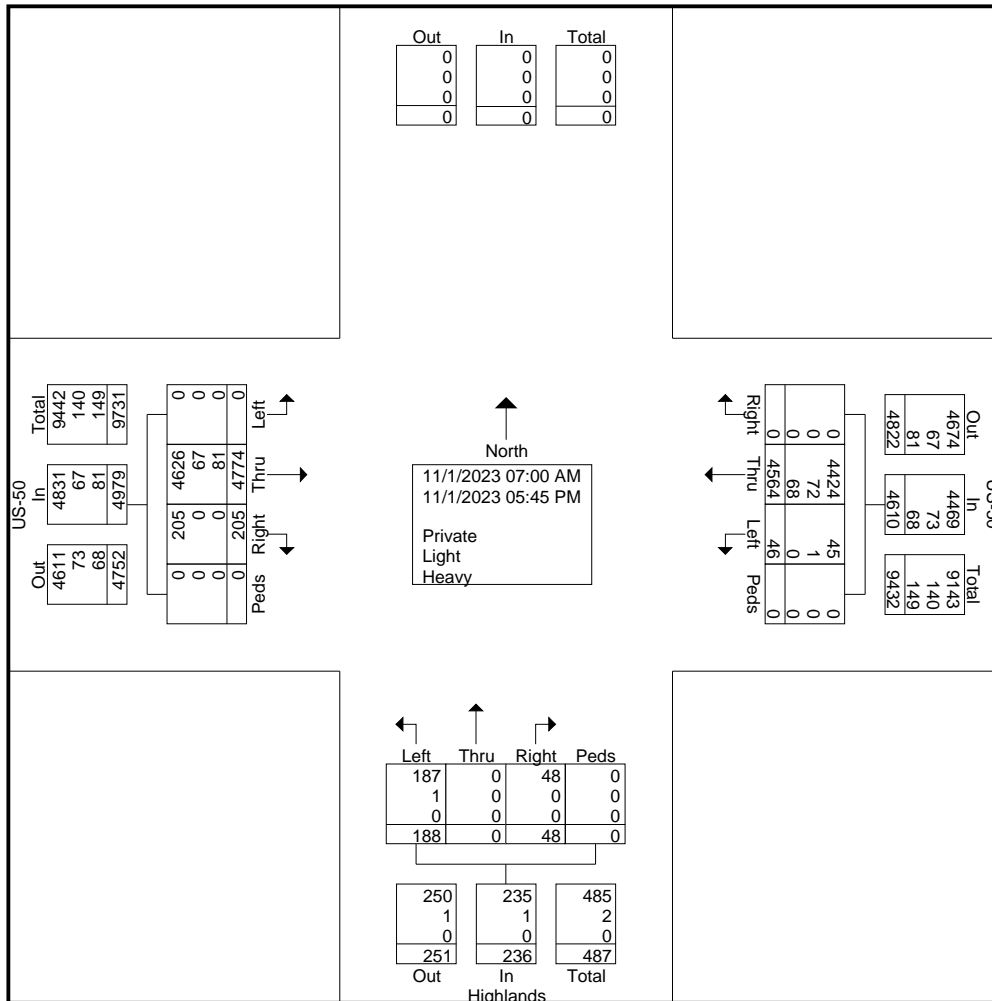
Groups Printed- Private - Light - Heavy

Start Time	South bound	US-50 Westbound					Highlands Northbound					US-50 Eastbound					Int. Total
	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. 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

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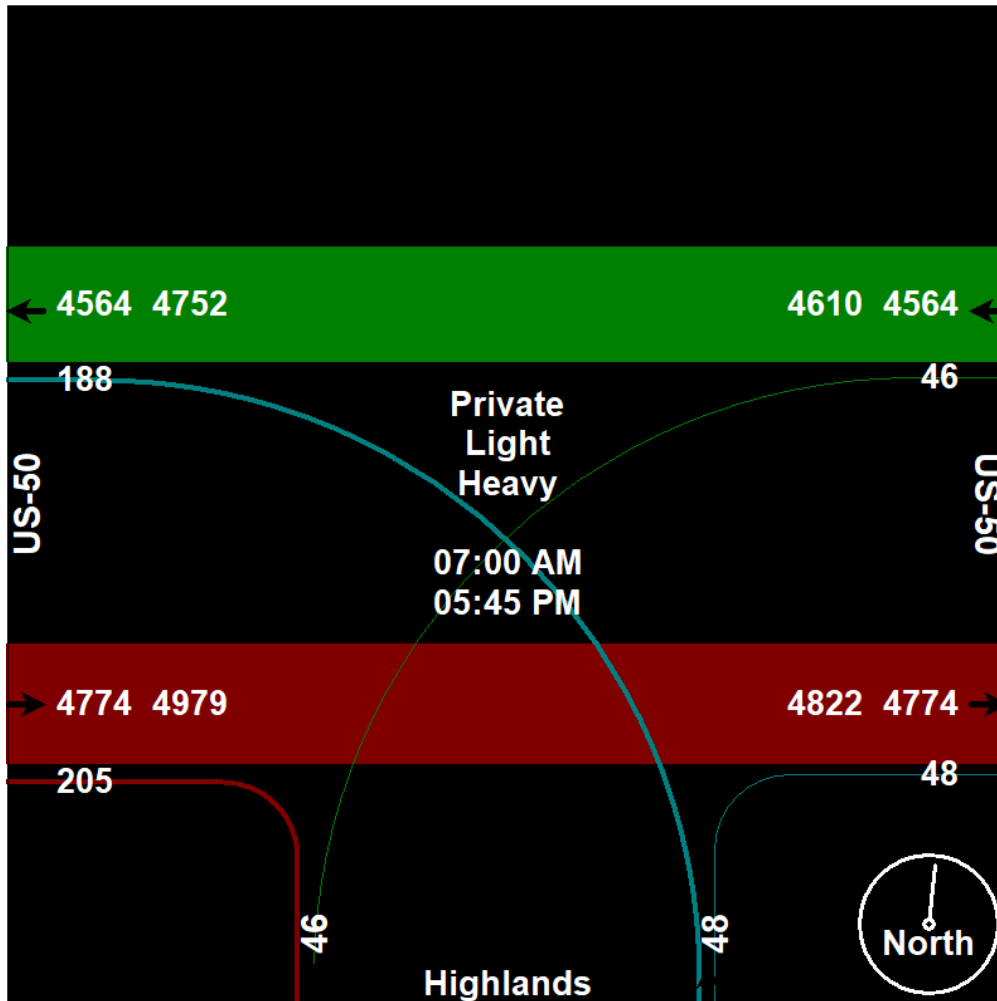
File Name : US-50 and Highlands Drive
 Site Code : 00000000
 Start Date : 11/1/2023
 Page No : 2



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Site Code : 00000000
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Page No : 3

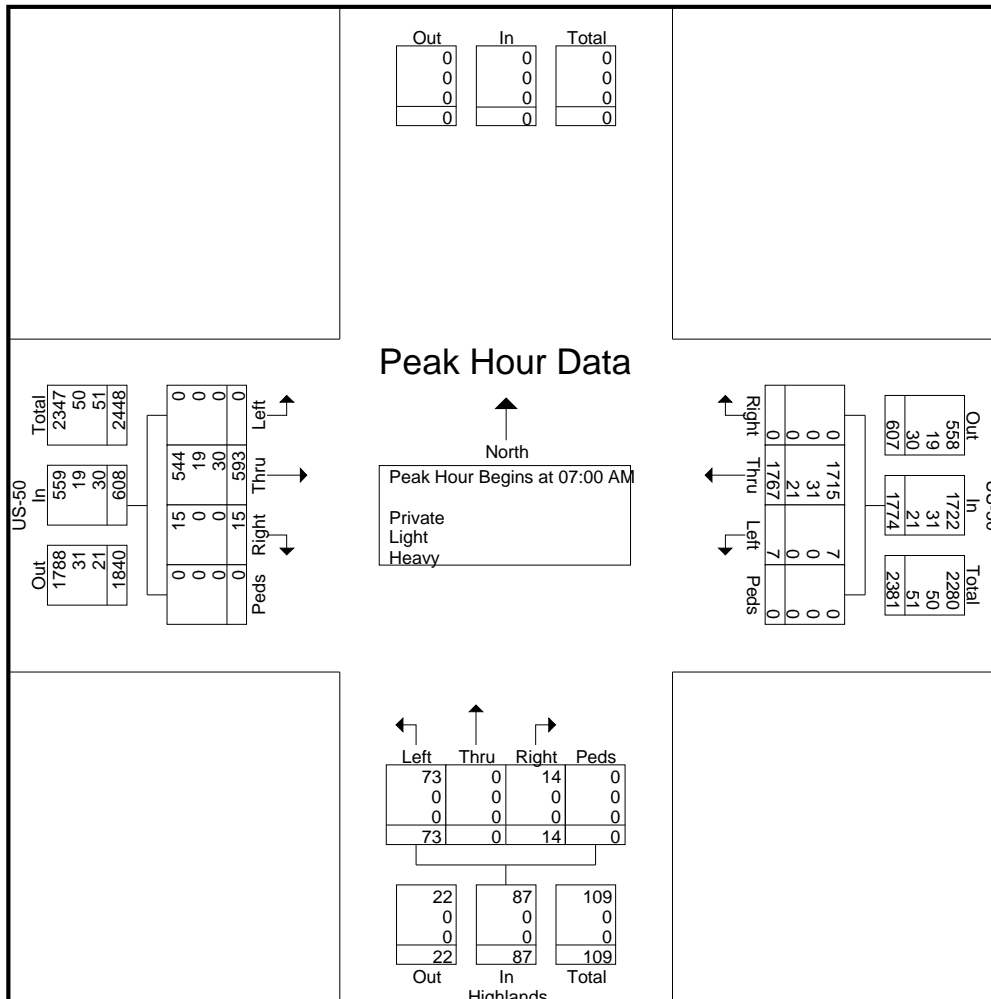


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 Page No : 4

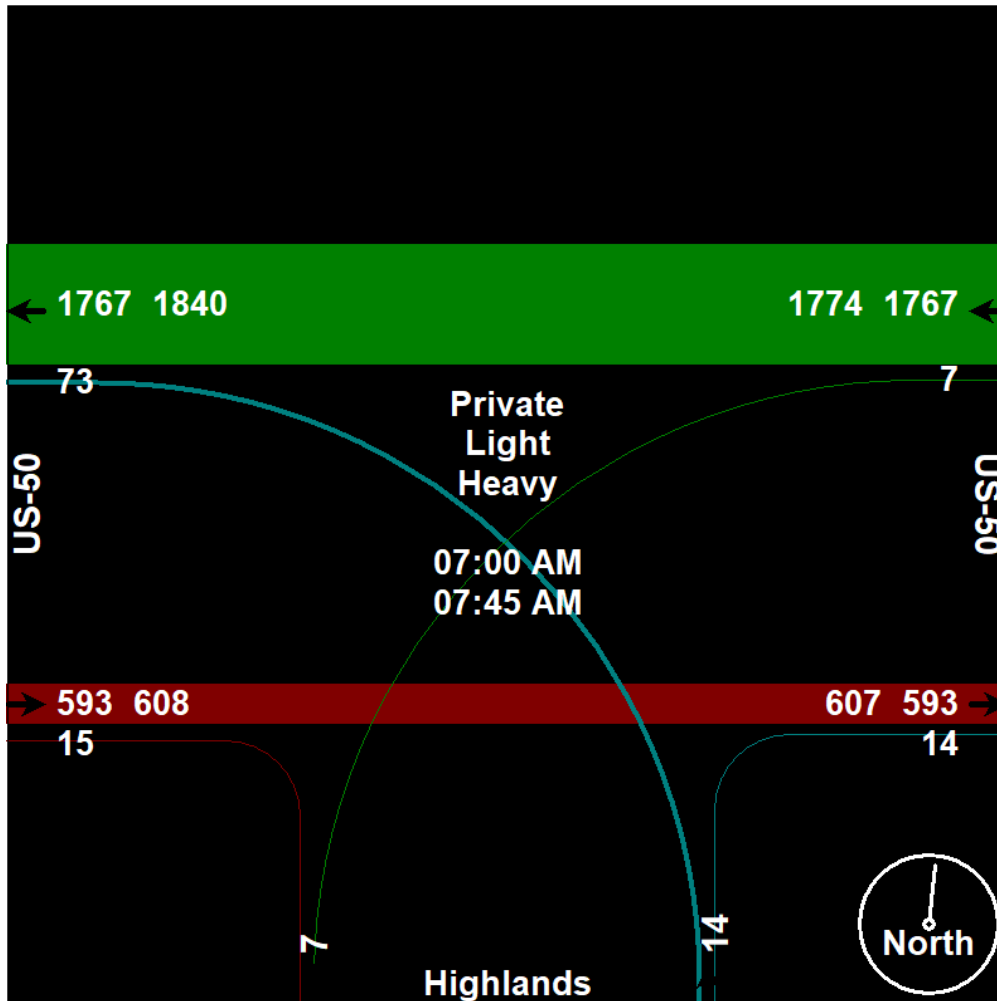
Start Time	South bound	US-50 Westbound				Highlands Northbound				US-50 Eastbound				Int. Total			
	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru		Left	Peds	App. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	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	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



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Page No : 5

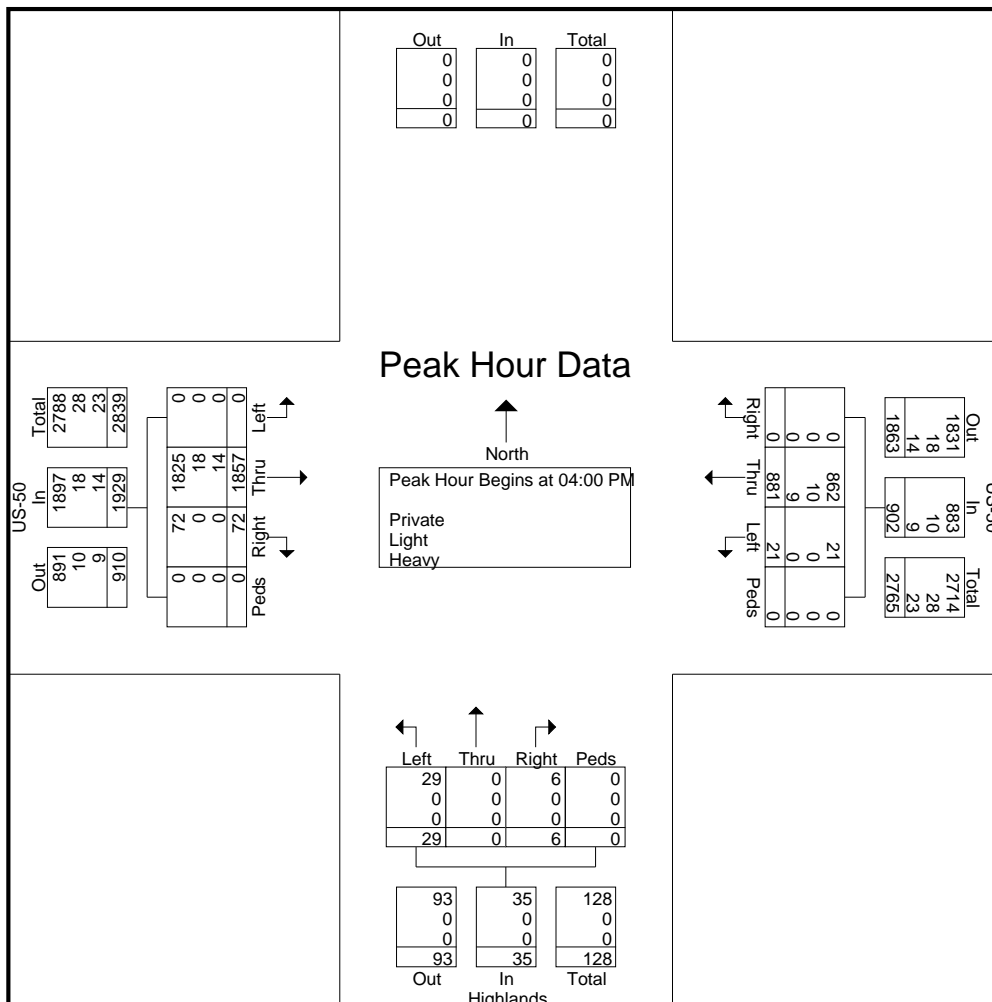


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 Site Code : 00000000
 Start Date : 11/1/2023
 Page No : 6

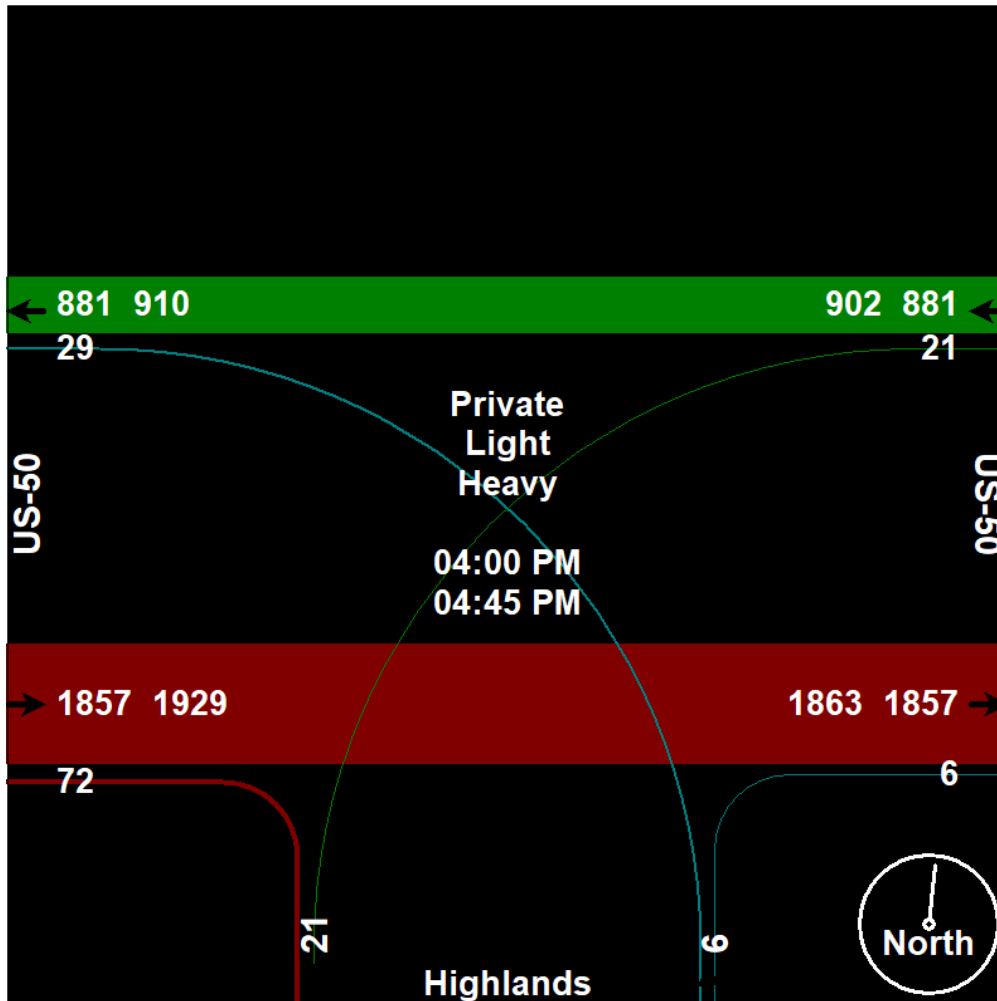
Start Time	South bound	US-50 Westbound					Highlands Northbound					US-50 Eastbound					Int. Total
	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire 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	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



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



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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 Xing on Northside		US-50 Xing on Eastside		US-50 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

Start Time	Lompa Xing on Northside		US-50 Xing on Eastside		Lompa Xing on Southside		US-50 Xing on Westside		Int. Total
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	
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

Start Time	Nye Xing on Northside		US-50 Xing on Eastside		Xing on Southside		US-50 Xing on Westside		Int. Total
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	
*** 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 Xing on Northside		US-50 Xing on Eastside		Ramps I-580 Xing on Southside		US-50 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

Start Time	Red Rock Xing on Northside		US-50 Xing on Eastside		US-50 Xing on Westside		Int. Total
	Bikes	Peds	Bikes	Peds	Bikes	Peds	
*** 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 Xing on Northside		US-50 Xing on Eastside		US-50 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
*** BREAK ***							
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
*** BREAK ***							
12:45 PM	2	0	2	0	0	0	4
*** BREAK ***							
Total	2	0	2	0	0	0	4
*** BREAK ***							
01:30 PM	0	1	0	0	0	0	1
*** BREAK ***							
Total	0	1	0	0	0	0	1
*** BREAK ***							
02:45 PM	0	1	0	0	0	0	1
*** BREAK ***							
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
*** BREAK ***							
Total	2	1	1	0	0	0	4
*** BREAK ***							
04:30 PM	0	1	0	0	0	0	1
04:45 PM	0	1	0	0	0	0	1
*** BREAK ***							
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
*** BREAK ***							
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 Xing on Northside		US-50 Xing on Eastside		US-50 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	

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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 Xing on Northside		US-50 Xing on Eastside		US-50 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

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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 Xing on Northside		US-50 Xing on Eastside		US-50 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	

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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

Start Time	Airport Xing on Northside		US-50 Xing on Eastside		Airport Xing on Southside		US-50 Xing on Westside		Int. Total
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	
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	

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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

Start Time	Arrowhead Xing on Northside		US-50 Xing on Eastside		Deer Run Xing on Southside		US-50 Xing on Westside		Int. Total
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	
*** 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 Xing on Eastside		Brown Xing on Southside		US-50 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
*** BREAK ***							
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 ***							

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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 : 2

Groups Printed- Peds and Bikes

Start Time	US-50 Xing on Eastside		Brown Xing on Southside		US-50 Xing on Westside		Int. Total
	Bikes	Peds	Bikes	Peds	Bikes	Peds	
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	

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

Site Code 00000

Start Date 10/30/2023

Page No

Groups Printed- Peds and Bikes

Start Time	College Xing on Northside		US-50 Xing on Eastside		Fairview Xing on Southside		US-50 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	

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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

Start Time	Empire Ranch Xing on Northside		US-50 Xing on Eastside		Empire Ranch Xing on Southside		US-50 Xing on Westside		Int. Total
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	
*** 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 Xing on Eastside		Flint Xing on Southside		US-50 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

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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

Start Time	US-50 Xing on Eastside		Highlands Xing on Southside		US-50 Xing on Westside		Int. Total
	Bikes	Peds	Bikes	Peds	Bikes	Peds	
*** 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 B3: Synchro Analysis Results



US 50 Corridor Study 2023 Existing AM
Timing Plan: AM Peak

1: I-580 Ramps & US 50
HCM 7th Signalized Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	365	0	455	815	0	120	0	0	190	0	0
Future Volume (veh/h)	140	365	0	455	815	0	120	0	0	190	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	0	1826	1826	0	1826	0	0	1826	0	0
Adj Flow Rate, veh/h	146	380	0	474	849	0	125	0	0	198	0	0
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, %	5	5	0	5	5	0	5	0	0	5	0	0
Cap, veh/h	211	2516	0	541	2969	0	247	0	0	264	0	0
Arrive On Green	0.06	0.50	0.00	0.32	1.00	0.00	0.07	0.00	0.00	0.08	0.00	0.00
Sat Flow, veh/h	3374	5149	0	3374	5149	0	3374	125		3374	198	
Grp Volume(v), veh/h	146	380	0	474	849	0	125	52.9		198	56.1	
Grp Sat Flow(s),veh/h/ln	1687	1662	0	1687	1662	0	1687	D		1687	E	
Q Serve(g_s), s	4.9	4.7	0.0	15.3	0.0	0.0	4.1			6.6		
Cycle Q Clear(g_c), s	4.9	4.7	0.0	15.3	0.0	0.0	4.1			6.6		
Prop In Lane	1.00		0.00	1.00		0.00	1.00			1.00		
Lane Grp Cap(c), veh/h	211	2516	0	541	2969	0	247			264		
V/C Ratio(X)	0.69	0.15	0.00	0.88	0.29	0.00	0.51			0.75		
Avail Cap(c_a), veh/h	748	2516	0	772	2969	0	528			546		
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	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		
Uniform Delay (d), s/veh	52.8	15.3	0.0	38.0	0.0	0.0	51.3			51.9		
Incr Delay (d2), s/veh	4.0	0.1	0.0	8.1	0.2	0.0	1.6			4.2		
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(50%),veh/ln	2.1	1.7	0.0	5.6	0.1	0.0	1.7			2.9		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.8	15.4	0.0	46.1	0.2	0.0	52.9			56.1		
LnGrp LOS	E	B		D	A		D			E		
Approach Vol, veh/h		526			1323							
Approach Delay, s/veh		26.9			16.7							
Approach LOS		C			B							
Timer - Assigned Phs	1		3	4	5		7	8				
Phs Duration (G+Y+Rc), s	20.4		29.1	65.4	20.4		18.7	75.9				
Change Period (Y+Rc), s	11.4		10.7	7.4	12.0		11.5	* 7.4				
Max Green Setting (Gmax), s	18.6		26.3	40.6	18.0		25.5	* 41				
Max Q Clear Time (g_c+I1), s	8.6		17.3	6.7	6.1		6.9	2.0				
Green Ext Time (p_c), s	0.4		1.2	2.5	0.3		0.4	6.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			24.8									
HCM 7th LOS			C									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

US 50 Corridor Study 2023 Existing AM
Timing Plan: AM Peak

2: Lompa Lane & US 50 E
HCM 7th 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
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	53	2829		30	2712	121	258	239	164	342	84	295
Arrive On Green	0.06	1.00	0.00	0.02	0.55	0.55	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1739	4985	1547	1739	4892	218	1214	1008	693	1318	353	1248
Grp Volume(v), veh/h	38	683	0	16	990	532	177	0	54	32	0	145
Grp Sat Flow(s),veh/h/ln	1739	1662	1547	1739	1662	1787	1214	0	1701	1318	0	1601
Q Serve(g_s), s	2.5	0.0	0.0	1.0	21.7	21.7	16.5	0.0	2.9	2.3	0.0	8.7
Cycle Q Clear(g_c), s	2.5	0.0	0.0	1.0	21.7	21.7	25.2	0.0	2.9	5.1	0.0	8.7
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	53	2829		30	1842	991	258	0	403	342	0	379
V/C Ratio(X)	0.71	0.24		0.53	0.54	0.54	0.69	0.00	0.13	0.09	0.00	0.38
Avail Cap(c_a), veh/h	423	2829		287	1842	991	258	0	404	342	0	380
HCM Platoon Ratio	2.00	2.00	2.00	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	53.5	0.0	0.0	56.0	16.3	16.3	47.4	0.0	34.6	36.6	0.0	36.8
Incr Delay (d2), s/veh	6.5	0.2	0.0	5.2	1.1	2.1	6.5	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	1.1	0.1	0.0	0.5	7.8	8.7	5.4	0.0	1.2	0.7	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.0	0.2	0.0	61.3	17.4	18.3	53.9	0.0	34.7	36.7	0.0	37.2
LnGrp LOS	E	A		E	B	B	D		C	D		D
Approach Vol, veh/h		721			1538			231				177
Approach Delay, s/veh		3.4			18.2			49.4				37.1
Approach LOS		A			B			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		34.9	9.0	71.1		34.9	10.5	69.6				
Change Period (Y+Rc), s		7.7	7.0	5.8		7.7	7.0	5.8				
Max Green Setting (Gmax), s		27.3	19.0	48.2		27.3	28.0	39.2				
Max Q Clear Time (g_c+I1), s		27.2	3.0	2.0		10.7	4.5	23.7				
Green Ext Time (p_c), s		0.0	0.0	3.9		0.5	0.0	7.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			18.1									
HCM 7th LOS			B									
Notes												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

US 50 Corridor Study 2023 Existing AM
Timing Plan: AM Peak

3: Airport Rd & US 50 E
HCM 7th 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
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	62	2135	952	38	2078	927	207	107	29	216	174	147
Arrive On Green	0.04	0.62	0.62	0.04	1.00	1.00	0.06	0.08	0.08	0.07	0.10	0.10
Sat Flow, veh/h	1739	3469	1547	1739	3469	1547	1739	1387	372	1739	1826	1547
Grp Volume(v), veh/h	49	615	88	22	1253	60	176	0	104	33	71	143
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1739	1735	1547	1739	0	1759	1739	1826	1547
Q Serve(g_s), s	3.2	9.5	1.7	1.4	0.0	0.0	4.2	0.0	6.7	0.0	4.2	8.7
Cycle Q Clear(g_c), s	3.2	9.5	1.7	1.4	0.0	0.0	4.2	0.0	6.7	0.0	4.2	8.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	62	2135	952	38	2078	927	207	0	136	216	174	147
V/C Ratio(X)	0.78	0.29	0.09	0.58	0.60	0.06	0.85	0.00	0.77	0.15	0.41	0.97
Avail Cap(c_a), veh/h	248	2135	952	253	2078	927	321	0	410	298	426	361
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	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	1.00	1.00
Uniform Delay (d), s/veh	55.0	10.3	3.6	54.5	0.0	0.0	51.3	0.0	52.0	48.5	49.0	34.7
Incr Delay (d2), s/veh	7.8	0.3	0.2	5.0	1.3	0.1	12.4	0.0	3.4	0.3	0.6	15.2
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	1.5	3.4	0.8	0.7	0.4	0.0	5.6	0.0	3.0	0.9	1.9	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.8	10.7	3.8	59.5	1.3	0.1	63.7	0.0	55.4	48.8	49.6	49.9
LnGrp LOS	E	B	A	E	A	A	E		E	D	D	D
Approach Vol, veh/h		752			1335			280			247	
Approach Delay, s/veh		13.3			2.2			60.6			49.7	
Approach LOS		B			A			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	2.5	16.1	9.8	76.6	10.5	18.1	11.7	74.7				
Change Period (Y+Rc), s * 4		7.2	7.3	5.8	* 4	7.2	7.6	5.8				
Max Green Setting (Gmax), s	14	26.8	16.7	33.2	* 14	26.8	16.4	33.2				
Max Q Clear Time (g_c+I), s	12.5	8.7	3.4	11.5	6.2	10.7	5.2	2.0				
Green Ext Time (p_c), s	0.0	0.2	0.0	2.8	0.3	0.3	0.0	7.2				

Intersection Summary												
HCM 7th Control Delay, s/veh											16.1	
HCM 7th LOS											B	

Notes
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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, %	5	5	5	5	5	5
Mvmt Flow	16	626	1247	11	5	32

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1258	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.2	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.25	-	-
Pot Cap-1 Maneuver	533	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	533	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.29	0	16.44
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	533	-	-	-	351
HCM Lane V/C Ratio	0.03	-	-	-	0.105
HCM Ctrl Dly (s/v)	12	-	-	-	16.4
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

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	5	5	5	5
Mvmt Flow	639	28	17	1294	33	6

























Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	667	0	1333 333
Stage 1	-	-	-	-	653 -
Stage 2	-	-	-	-	681 -
Critical Hdwy	-	-	4.2	-	6.9 7
Critical Hdwy Stg 1	-	-	-	-	5.9 -
Critical Hdwy Stg 2	-	-	-	-	5.9 -
Follow-up Hdwy	-	-	2.25	-	3.55 3.35
Pot Cap-1 Maneuver	-	-	899	-	142 654
Stage 1	-	-	-	-	472 -
Stage 2	-	-	-	-	456 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	899	-	139 654
Mov Cap-2 Maneuver	-	-	-	-	273 -
Stage 1	-	-	-	-	472 -
Stage 2	-	-	-	-	448 -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.12	18.89
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	298	-	-	899	-
HCM Lane V/C Ratio	0.131	-	-	0.019	-
HCM Ctrl Dly (s/v)	18.9	-	-	9.1	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

US 50 Corridor Study 2023 Existing AM
Timing Plan: AM Peak

6: Fairview Drive & US 50 E
HCM 7th 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
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	470	1445		454	1062		218	245	208	231	163	92
Arrive On Green	0.09	0.14	0.00	0.13	0.31	0.00	0.13	0.13	0.13	0.07	0.08	0.08
Sat Flow, veh/h	1739	3469	1547	3374	3469	1547	1739	1826	1547	3374	2140	1204
Grp Volume(v), veh/h	48	532	0	382	1065	0	140	194	220	172	86	87
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1687	1735	1547	1739	1826	1547	1687	1735	1609
Q Serve(g_s), s	2.9	16.0	0.0	12.7	35.2	0.0	8.8	11.8	10.9	5.8	5.5	6.1
Cycle Q Clear(g_c), s	2.9	16.0	0.0	12.7	35.2	0.0	8.8	11.8	10.9	5.8	5.5	6.1
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	470	1445		454	1062		218	245	208	231	132	123
V/C Ratio(X)	0.10	0.37		0.84	1.00		0.64	0.79	1.06	0.75	0.65	0.71
Avail Cap(c_a), veh/h	470	1445		625	1062		292	505	428	320	357	332
HCM Platoon Ratio	0.33	0.33	0.33	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	39.5	35.8	0.0	48.6	39.9	0.0	47.8	48.2	24.7	52.6	51.6	51.9
Incr Delay (d2), s/veh	0.1	0.7	0.0	7.5	28.3	0.0	3.1	5.6	46.9	6.0	5.3	7.2
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	1.2	7.5	0.0	5.7	18.4	0.0	3.9	5.7	6.5	2.6	2.6	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.6	36.6	0.0	56.1	68.2	0.0	50.9	53.8	71.7	58.6	56.9	59.1
LnGrp LOS	D	D		E	F		D	D	F	E	E	E
Approach Vol, veh/h	580			1447			554			345		
Approach Delay, s/veh	36.8			65.0			60.2			58.3		
Approach LOS	D			E			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	20.7	24.2	56.2	20.5	14.1	39.4	41.0				
Change Period (Y+Rc), s	6.1	* 5.2	* 8.7	* 8.3	6.1	* 5.3	8.3	5.8				
Max Green Setting (Gmax), s	10.9	* 32	* 21	* 25	19.3	* 24	11.7	35.2				
Max Q Clear Time (g_c+I1), s	7.8	13.8	14.7	18.0	10.8	8.1	4.9	37.2				
Green Ext Time (p_c), s	0.1	1.6	0.8	1.8	0.2	0.7	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				57.7								
HCM 7th LOS				E								
Notes												
* HCM 7th 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.												

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, %	5	5	5	5	5	5
Mvmt Flow	5	919	1758	27	5	32

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1785	0	-	0	2242 892
Stage 1	-	-	-	-	1772 -
Stage 2	-	-	-	-	470 -
Critical Hdwy	4.2	-	-	-	6.9 7
Critical Hdwy Stg 1	-	-	-	-	5.9 -
Critical Hdwy Stg 2	-	-	-	-	5.9 -
Follow-up Hdwy	2.25	-	-	-	3.55 3.35
Pot Cap-1 Maneuver	331	-	-	-	34 279
Stage 1	-	-	-	-	118 -
Stage 2	-	-	-	-	586 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	331	-	-	-	34 279
Mov Cap-2 Maneuver	-	-	-	-	95 -
Stage 1	-	-	-	-	115 -
Stage 2	-	-	-	-	586 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.44	0	24.83
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	21	-	-	-	219
HCM Lane V/C Ratio	0.016	-	-	-	0.172
HCM Ctrl Dly (s/v)	16.1	0.3	-	-	24.8
HCM Lane LOS	C	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection												
Int Delay, s/veh	2.7											
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	1732	0	0	900	0	0	1782	2647	450	2197	2650	866
Stage 1	-	-	-	-	-	-	905	905	-	1739	1739	-
Stage 2	-	-	-	-	-	-	876	1742	-	458	911	-
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	23	562	26	23	301
Stage 1	-	-	-	-	-	-	302	358	-	92	143	-
Stage 2	-	-	-	-	-	-	314	142	-	558	356	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	335	-	-	732	-	-	39	23	562	19	23	301
Mov Cap-2 Maneuver	-	-	-	-	-	-	39	23	-	19	23	-
Stage 1	-	-	-	-	-	-	297	352	-	92	142	-
Stage 2	-	-	-	-	-	-	290	141	-	536	350	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	0.09		0.03		162.11		175.69	
HCM LOS					F		F	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	41	335	-	-	732	-	-	39
HCM Lane V/C Ratio	0.512	0.016	-	-	0.007	-	-	0.54
HCM Ctrl Dly (s/v)	162.1	15.9	-	-	10	-	-	175.7
HCM Lane LOS	F	C	-	-	A	-	-	F
HCM 95th %tile Q(veh)	1.8	0	-	-	0	-	-	1.9

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, %	5	5	5	5	5	5
Mvmt Flow	60	879	1797	11	5	16

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1808	0	0 2363 904
Stage 1	-	-	- 1802 -
Stage 2	-	-	- 560 -
Critical Hdwy	4.2	-	- 6.9 7
Critical Hdwy Stg 1	-	-	- 5.9 -
Critical Hdwy Stg 2	-	-	- 5.9 -
Follow-up Hdwy	2.25	-	- 3.55 3.35
Pot Cap-1 Maneuver	324	-	- 28 274
Stage 1	-	-	- 113 -
Stage 2	-	-	- 527 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	324	-	- 23 274
Mov Cap-2 Maneuver	-	-	- 76 -
Stage 1	-	-	- 92 -
Stage 2	-	-	- 527 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.2	0	29.89
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	324	-	-	-	166
HCM Lane V/C Ratio	0.186	-	-	-	0.132
HCM Ctrl Dly (s/v)	18.6	-	-	-	29.9
HCM Lane LOS	C	-	-	-	D
HCM 95th %tile Q(veh)	0.7	-	-	-	0.4

US 50 Corridor Study 2023 Existing AM
Timing Plan: AM Peak

10: N Deer Run Rd/Arrowhead Drive & US 50 E
HCM 7th 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
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	42	2218	989	34	1966	268	163	64	35	159	48	48
Arrive On Green	0.02	0.64	0.64	0.02	0.64	0.64	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	1739	3469	1547	1739	3067	419	1369	1111	606	1363	838	838
Grp Volume(v), veh/h	22	744	128	17	993	1046	33	0	17	39	0	12
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1739	1735	1751	1369	0	1717	1363	0	1675
Q Serve(g_s), s	1.0	7.6	2.5	0.7	37.0	40.9	1.8	0.0	0.7	2.2	0.0	0.5
Cycle Q Clear(g_c), s	1.0	7.6	2.5	0.7	37.0	40.9	2.3	0.0	0.7	2.9	0.0	0.5
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	42	2218	989	34	1112	1123	163	0	99	159	0	96
V/C Ratio(X)	0.52	0.34	0.13	0.49	0.89	0.93	0.20	0.00	0.17	0.25	0.00	0.12
Avail Cap(c_a), veh/h	294	2422	1080	170	1200	1211	752	0	837	745	0	817
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	37.1	6.4	5.5	37.3	11.6	12.3	35.5	0.0	34.5	35.9	0.0	34.4
Incr Delay (d2), s/veh	3.6	0.0	0.0	4.0	7.9	11.8	0.2	0.0	0.3	0.3	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	0.4	1.8	0.5	0.3	10.9	13.2	0.6	0.0	0.3	0.7	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.7	6.4	5.5	41.3	19.5	24.1	35.7	0.0	34.8	36.2	0.0	34.6
LnGrp LOS	D	A	A	D	B	C	D		C	D		C
Approach Vol, veh/h		894			2056			50				51
Approach Delay, s/veh		7.1			22.0			35.4				35.8
Approach LOS		A			C			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.9	9.0	56.0		11.9	8.9	56.1				
Change Period (Y+Rc), s		7.5	7.5	* 6.8		7.5	7.0	6.8				
Max Green Setting (Gmax), s		37.5	7.5	* 54		37.5	13.0	53.2				
Max Q Clear Time (g_c+I1), s		4.3	2.7	9.6		4.9	3.0	42.9				
Green Ext Time (p_c), s		0.1	0.0	3.1		0.1	0.0	6.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			18.1									
HCM 7th LOS			B									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↕↕	↗	↘	↕↕
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, %	5	5	5	5	5	5
Mvmt Flow	6	6	775	22	6	2073

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1823	388	0	0	798
Stage 1	775	-	-	-	-
Stage 2	1048	-	-	-	-
Critical Hdwy	6.9	7	-	-	4.2
Critical Hdwy Stg 1	5.9	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-
Follow-up Hdwy	3.55	3.35	-	-	2.25
Pot Cap-1 Maneuver	66	602	-	-	801
Stage 1	407	-	-	-	-
Stage 2	292	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	66	602	-	-	801
Mov Cap-2 Maneuver	66	-	-	-	-
Stage 1	407	-	-	-	-
Stage 2	290	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	34.84	0	0.03
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	132	801
HCM Lane V/C Ratio	-	-	0.085	0.007
HCM Ctrl Dly (s/v)	-	-	34.8	9.5
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	0.3	0

Intersection						
Int Delay, s/veh	1.1					
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, %	5	5	5	5	5	5
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	4.2	-	- 6.9 7
Critical Hdwy Stg 1	-	-	- 5.9 -
Critical Hdwy Stg 2	-	-	- 5.9 -
Follow-up Hdwy	2.25	-	- 3.55 3.35
Pot Cap-1 Maneuver	240	-	- 20 214
Stage 1	-	-	- 74 -
Stage 2	-	-	- 608 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	240	-	- 18 214
Mov Cap-2 Maneuver	-	-	- 18 -
Stage 1	-	-	- 67 -
Stage 2	-	-	- 608 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.62	0	91.94
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	240	-	-	-	68
HCM Lane V/C Ratio	0.097	-	-	-	0.425
HCM Ctrl Dly (s/v)	21.6	-	-	-	91.9
HCM Lane LOS	C	-	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	-	1.7

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, %	5	5	5	5	5	5
Mvmt Flow	28	736	1994	17	6	67

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2011	0	-	0	2419 997
Stage 1	-	-	-	-	1994 -
Stage 2	-	-	-	-	424 -
Critical Hdwy	4.2	-	-	-	6.9 7
Critical Hdwy Stg 1	-	-	-	-	5.9 -
Critical Hdwy Stg 2	-	-	-	-	5.9 -
Follow-up Hdwy	2.25	-	-	-	3.55 3.35
Pot Cap-1 Maneuver	269	-	-	-	26 237
Stage 1	-	-	-	-	88 -
Stage 2	-	-	-	-	619 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	269	-	-	-	23 237
Mov Cap-2 Maneuver	-	-	-	-	68 -
Stage 1	-	-	-	-	79 -
Stage 2	-	-	-	-	619 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.73	0	33.22
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	269	-	-	-	199
HCM Lane V/C Ratio	0.104	-	-	-	0.367
HCM Ctrl Dly (s/v)	19.9	-	-	-	33.2
HCM Lane LOS	C	-	-	-	D
HCM 95th %tile Q(veh)	0.3	-	-	-	1.6

Intersection						
Int Delay, s/veh	1.2					
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, %	5	5	5	5	5	5
Mvmt Flow	717	17	6	1906	83	17

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	733	0	1681
Stage 1	-	-	-	-	717
Stage 2	-	-	-	-	964
Critical Hdwy	-	-	4.2	-	6.9
Critical Hdwy Stg 1	-	-	-	-	5.9
Critical Hdwy Stg 2	-	-	-	-	5.9
Follow-up Hdwy	-	-	2.25	-	3.55
Pot Cap-1 Maneuver	-	-	848	-	~ 83
Stage 1	-	-	-	-	437
Stage 2	-	-	-	-	324
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	848	-	~ 82
Mov Cap-2 Maneuver	-	-	-	-	206
Stage 1	-	-	-	-	437
Stage 2	-	-	-	-	322

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.03	31.86
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	232	-	-	848	-
HCM Lane V/C Ratio	0.432	-	-	0.007	-
HCM Ctrl Dly (s/v)	31.9	-	-	9.3	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	2	-	-	0	-

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

US 50 Corridor Study 2023 Existing PM
Timing Plan: PM Peak

1: I-580 Ramps & US 50
HCM 7th Signalized Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	820	0	325	655	0	160	0	0	360	0	0
Future Volume (veh/h)	220	820	0	325	655	0	160	0	0	360	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	0	1826	1826	0	1826	0	0	1826	0	0
Adj Flow Rate, veh/h	239	891	0	353	712	0	174	0	0	391	0	0
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, %	5	5	0	5	5	0	5	0	0	5	0	0
Cap, veh/h	305	2575	0	410	2988	0	440	0	0	455	0	0
Arrive On Green	0.09	0.52	0.00	0.24	1.00	0.00	0.13	0.00	0.00	0.13	0.00	0.00
Sat Flow, veh/h	3374	5149	0	3374	5149	0	3374	174		3374	391	
Grp Volume(v), veh/h	239	891	0	353	712	0	174	52.4		391	64.2	
Grp Sat Flow(s),veh/h/ln	1687	1662	0	1687	1662	0	1687	D		1687	E	
Q Serve(g_s), s	9.0	13.7	0.0	13.0	0.0	0.0	6.1			14.7		
Cycle Q Clear(g_c), s	9.0	13.7	0.0	13.0	0.0	0.0	6.1			14.7		
Prop In Lane	1.00		0.00	1.00		0.00	1.00			1.00		
Lane Grp Cap(c), veh/h	305	2575	0	410	2988	0	440			455		
V/C Ratio(X)	0.78	0.35	0.00	0.86	0.24	0.00	0.40			0.86		
Avail Cap(c_a), veh/h	830	2575	0	605	2988	0	597			612		
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	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		
Uniform Delay (d), s/veh	57.9	18.5	0.0	48.1	0.0	0.0	51.8			55.0		
Incr Delay (d2), s/veh	4.4	0.4	0.0	8.3	0.2	0.0	0.6			9.1		
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(50%),veh/ln	4.0	5.1	0.0	5.2	0.1	0.0	2.6			6.7		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.3	18.9	0.0	56.5	0.2	0.0	52.4			64.2		
LnGrp LOS	E	B		E	A		D			E		
Approach Vol, veh/h		1130			1065							
Approach Delay, s/veh		28.1			18.8							
Approach LOS		C			B							
Timer - Assigned Phs	1		3	4	5		7	8				
Phs Duration (G+Y+Rc), s	28.9		26.5	74.6	28.9		15.7	85.3				
Change Period (Y+Rc), s	11.4		10.7	7.4	12.0		4.0	* 7.4				
Max Green Setting (Gmax), s	23.6		23.3	53.6	23.0		32.0	* 52				
Max Q Clear Time (g_c+I1), s	16.7		15.0	15.7	8.1		11.0	2.0				
Green Ext Time (p_c), s	0.8		0.8	6.6	0.4		0.7	5.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			31.1									
HCM 7th LOS			C									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

US 50 Corridor Study 2023 Existing PM
Timing Plan: PM Peak

2: Lompa Lane & US 50 E
HCM 7th 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
Lane Width 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
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		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1826	1826	1826	1826	1826	1826	1826	1826	1826
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	5	5	5	5	5	5	5	5	5
Cap, veh/h	433	2129		422	1997	127	211	167	140	258	98	199
Arrive On Green	0.49	0.83	0.00	0.24	0.42	0.42	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1781	5106	1585	1739	4791	304	1254	918	770	1314	538	1091
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	1739	1662	1771	1254	0	1687	1314	0	1629
Q Serve(g_s), s	3.7	12.9	0.0	1.5	24.0	24.0	13.7	0.0	3.7	6.9	0.0	7.6
Cycle Q Clear(g_c), s	3.7	12.9	0.0	1.5	24.0	24.0	21.4	0.0	3.7	10.7	0.0	7.6
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	433	2129		422	1385	738	211	0	308	258	0	297
V/C Ratio(X)	0.21	0.65		0.06	0.58	0.58	0.64	0.00	0.19	0.30	0.00	0.37
Avail Cap(c_a), veh/h	433	2129		422	1385	738	332	0	471	385	0	455
HCM Platoon Ratio	2.00	2.00	2.00	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	26.3	7.4	0.0	37.8	29.1	29.1	55.9	0.0	45.0	49.5	0.0	46.6
Incr Delay (d2), s/veh	0.1	1.6	0.0	0.0	1.7	3.3	1.7	0.0	0.2	0.4	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	1.5	2.8	0.0	0.6	9.5	10.5	4.4	0.0	1.6	2.3	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.3	8.9	0.0	37.8	30.8	32.4	57.7	0.0	45.1	49.8	0.0	47.0
LnGrp LOS	C	A		D	C	C	E		D	D		D
Approach Vol, veh/h		1480			1250			192				187
Approach Delay, s/veh		10.0			31.5			53.9				48.2
Approach LOS		A			C			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		31.4	38.6	60.0		31.4	38.6	60.0				
Change Period (Y+Rc), s		7.7	7.0	5.8		7.7	7.0	* 5.8				
Max Green Setting (Gmax), s		36.3	19.0	54.2		36.3	19.4	* 54				
Max Q Clear Time (g_c+I1), s		23.4	3.5	14.9		12.7	5.7	26.0				
Green Ext Time (p_c), s		0.4	0.0	9.7		0.5	0.1	7.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			23.6									
HCM 7th LOS			C									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

US 50 Corridor Study 2023 Existing PM
Timing Plan: PM Peak

3: Airport Rd & US 50 E
HCM 7th 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
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	418	1393	621	418	1393	621	194	163	44	144	183	155
Arrive On Green	0.24	0.40	0.40	0.24	0.40	0.40	0.07	0.12	0.12	0.05	0.10	0.10
Sat Flow, veh/h	1739	3469	1547	1739	3469	1547	1739	1385	373	1739	1826	1547
Grp Volume(v), veh/h	136	1223	201	38	1011	60	168	0	179	103	152	125
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1739	1735	1547	1739	0	1759	1739	1826	1547
Q Serve(g_s), s	8.4	42.4	11.6	2.2	32.0	3.1	6.7	0.0	13.0	3.3	10.6	10.3
Cycle Q Clear(g_c), s	8.4	42.4	11.6	2.2	32.0	3.1	6.7	0.0	13.0	3.3	10.6	10.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	418	1393	621	418	1393	621	194	0	207	144	183	155
V/C Ratio(X)	0.33	0.88	0.32	0.09	0.73	0.10	0.87	0.00	0.86	0.71	0.83	0.81
Avail Cap(c_a), veh/h	418	1393	621	418	1393	621	263	0	349	243	362	307
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	1.00	1.00
Uniform Delay (d), s/veh	40.7	36.0	26.8	38.3	32.9	24.2	57.9	0.0	56.3	59.2	57.4	57.2
Incr Delay (d2), s/veh	0.2	8.1	1.4	0.0	3.3	0.3	19.5	0.0	5.3	6.4	3.7	3.7
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	8.5	18.6	4.4	0.9	13.5	1.2	6.4	0.0	6.0	3.5	5.1	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.8	44.1	28.1	38.4	36.2	24.5	77.4	0.0	61.6	65.7	61.0	60.9
LnGrp LOS	D	D	C	D	D	C	E		E	E	E	E
Approach Vol, veh/h	1560			1109			347			380		
Approach Delay, s/veh	41.7			35.6			69.3			62.3		
Approach LOS	D			D			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.6	22.5	38.9	58.0	12.9	20.2	38.9	58.0				
Change Period (Y+Rc), s * 4		7.2	7.6	* 5.8	* 4	7.2	7.6	5.8				
Max Green Setting (Gmax), s	14	25.8	13.7	* 52	* 14	25.8	13.4	52.2				
Max Q Clear Time (g_c+1/3), s	15.0	15.0	4.2	44.4	8.7	12.6	10.4	34.0				
Green Ext Time (p_c), s	0.1	0.3	0.0	4.0	0.2	0.4	0.0	4.8				

Intersection Summary												
HCM 7th Control Delay, s/veh			44.8									
HCM 7th LOS			D									

Notes
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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, %	5	5	5	5	5	5
Mvmt Flow	27	1323	1075	5	5	22

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1081	0	-	0	1793 540
Stage 1	-	-	-	-	1078 -
Stage 2	-	-	-	-	715 -
Critical Hdwy	4.2	-	-	-	6.9 7
Critical Hdwy Stg 1	-	-	-	-	5.9 -
Critical Hdwy Stg 2	-	-	-	-	5.9 -
Follow-up Hdwy	2.25	-	-	-	3.55 3.35
Pot Cap-1 Maneuver	624	-	-	-	70 478
Stage 1	-	-	-	-	281 -
Stage 2	-	-	-	-	438 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	624	-	-	-	67 478
Mov Cap-2 Maneuver	-	-	-	-	180 -
Stage 1	-	-	-	-	269 -
Stage 2	-	-	-	-	438 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.22	0	15.82
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	624	-	-	-	360
HCM Lane V/C Ratio	0.043	-	-	-	0.075
HCM Ctrl Dly (s/v)	11	-	-	-	15.8
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

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, %	5	5	5	5	5	5
Mvmt Flow	1180	93	5	995	41	15

























Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1273	0	1735
Stage 1	-	-	-	-	1227
Stage 2	-	-	-	-	508
Critical Hdwy	-	-	4.2	-	6.9
Critical Hdwy Stg 1	-	-	-	-	5.9
Critical Hdwy Stg 2	-	-	-	-	5.9
Follow-up Hdwy	-	-	2.25	-	3.55
Pot Cap-1 Maneuver	-	-	525	-	76
Stage 1	-	-	-	-	234
Stage 2	-	-	-	-	561
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	525	-	75
Mov Cap-2 Maneuver	-	-	-	-	178
Stage 1	-	-	-	-	234
Stage 2	-	-	-	-	555

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.06	28.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	210	-	-	525	-
HCM Lane V/C Ratio	0.269	-	-	0.01	-
HCM Ctrl Dly (s/v)	28.3	-	-	11.9	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	1	-	-	0	-

US 50 Corridor Study 2023 Existing PM
Timing Plan: PM Peak

6: Fairview Drive & US 50 E
HCM 7th 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
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826
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	5	5	5	5	5	5	5	5	5
Cap, veh/h	144	841		449	1002		545	505	428	437	268	50
Arrive On Green	0.08	0.24	0.00	0.13	0.29	0.00	0.31	0.28	0.28	0.13	0.09	0.09
Sat Flow, veh/h	1781	3554	1585	3374	3469	1547	1739	1826	1547	3374	2923	541
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	1687	1735	1547	1739	1826	1547	1687	1735	1729
Q Serve(g_s), s	4.1	27.2	0.0	11.4	24.9	0.0	7.7	10.3	31.8	14.9	7.2	7.5
Cycle Q Clear(g_c), s	4.1	27.2	0.0	11.4	24.9	0.0	7.7	10.3	31.8	14.9	7.2	7.5
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	144	841		449	1002		545	505	428	437	159	158
V/C Ratio(X)	0.47	1.21		0.77	0.81		0.28	0.40	1.26	1.07	0.70	0.73
Avail Cap(c_a), veh/h	150	841		449	1002		545	505	428	437	448	446
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	50.5	43.9	0.0	48.1	37.9	0.0	29.7	33.8	41.6	50.1	50.7	50.8
Incr Delay (d2), s/veh	2.3	107.5	0.0	7.9	7.0	0.0	0.3	0.5	136.5	63.9	5.6	6.2
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	1.9	24.0	0.0	5.1	11.1	0.0	3.2	4.5	27.8	10.0	3.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.8	151.4	0.0	56.0	44.9	0.0	30.0	34.3	178.1	114.0	56.3	57.0
LnGrp LOS	D	F		E	D		C	C	F	F	E	E
Approach Vol, veh/h		1088			1154			897			696	
Approach Delay, s/veh		145.3			48.2			120.3			95.3	
Approach LOS		F			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	37.0	24.0	33.0	42.2	15.8	18.0	39.0				
Change Period (Y+Rc), s	6.1	* 5.2	8.7	* 5.8	6.1	* 5.3	8.7	* 5.8				
Max Green Setting (Gmax), s	14.9	* 32	15.3	* 27	17.3	* 30	9.7	* 33				
Max Q Clear Time (g_c+I1), s	16.9	33.8	13.4	29.2	9.7	9.5	6.1	26.9				
Green Ext Time (p_c), s	0.0	0.0	0.3	0.0	0.2	1.1	0.0	2.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			101.2									
HCM 7th LOS			F									
Notes												
* HCM 7th 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.												

Intersection						
Int Delay, s/veh	0.9					
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, %	5	5	5	5	5	5
Mvmt Flow	21	2010	1345	15	5	21

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1361	0	-	0	2399 680
Stage 1	-	-	-	-	1353 -
Stage 2	-	-	-	-	1046 -
Critical Hdwy	4.2	-	-	-	6.9 7
Critical Hdwy Stg 1	-	-	-	-	5.9 -
Critical Hdwy Stg 2	-	-	-	-	5.9 -
Follow-up Hdwy	2.25	-	-	-	3.55 3.35
Pot Cap-1 Maneuver	486	-	-	-	27 386
Stage 1	-	-	-	-	200 -
Stage 2	-	-	-	-	293 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	486	-	-	-	24 386
Mov Cap-2 Maneuver	-	-	-	-	112 -
Stage 1	-	-	-	-	181 -
Stage 2	-	-	-	-	293 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.32	0	20.39
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	37	-	-	-	260
HCM Lane V/C Ratio	0.042	-	-	-	0.099
HCM Ctrl Dly (s/v)	12.7	1.2	-	-	20.4
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection												
Int Delay, s/veh	64.7											
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, %	5	5	5	5	5	5	5	5	5	5	5	5
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	2388	3406	669
Stage 1	-	-	-	-	-	-	2044	2044	-	1349	1349	-
Stage 2	-	-	-	-	-	-	682	1359	-	1039	2057	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.6	6.6	7	7.6	6.6	7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	3.55	4.05	3.35	3.55	4.05	3.35
Pot Cap-1 Maneuver	495	-	-	268	-	-	~9	7	233	17	7	393
Stage 1	-	-	-	-	-	-	56	94	-	155	212	-
Stage 2	-	-	-	-	-	-	399	209	-	241	93	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	495	-	-	268	-	-	~1	6	233	~3	6	393
Mov Cap-2 Maneuver	-	-	-	-	-	-	~1	6	-	~3	6	-
Stage 1	-	-	-	-	-	-	53	91	-	149	204	-
Stage 2	-	-	-	-	-	-	329	201	-	208	89	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	0.13		0.15		\$ 5816.33		\$ 1267.69	
HCM LOS					F		F	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	3	495	-	-	268	-	-	20
HCM Lane V/C Ratio	8.842	0.042	-	-	0.039	-	-	2.908
HCM Ctrl Dly (s/v)	\$ 5816.3	12.6	-	-	19	-	-	\$ 1267.7
HCM Lane LOS	F	B	-	-	C	-	-	F
HCM 95th %tile Q(veh)	4.9	0.1	-	-	0.1	-	-	7.5

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

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, %	5	5	5	5	5	5
Mvmt Flow	16	2011	1326	26	11	37























Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1353	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.2	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.25	-	-
Pot Cap-1 Maneuver	489	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	489	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	21.97
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	489	-	-	-	259
HCM Lane V/C Ratio	0.032	-	-	-	0.183
HCM Ctrl Dly (s/v)	12.6	-	-	-	22
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

US 50 Corridor Study 2023 Existing PM
Timing Plan: PM Peak

10: N Deer Run Rd/Arrowhead Drive & US 50 E
HCM 7th 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
Lane Width 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
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	1826	1826	1826	1826	1826	1841	1826	1826	1826	1826	1826	1826
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, %	5	5	5	5	5	4	5	5	5	5	5	5
Cap, veh/h	23	1777	792	31	1792	55	411	98	323	366	220	220
Arrive On Green	0.01	0.51	0.51	0.02	0.52	0.52	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1739	3469	1547	1739	3436	105	1357	372	1232	1300	838	838
Grp Volume(v), veh/h	11	1963	47	16	608	634	137	0	69	274	0	22
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1739	1735	1807	1357	0	1604	1300	0	1675
Q Serve(g_s), s	0.7	53.7	1.6	1.0	27.1	27.1	8.8	0.0	3.5	21.6	0.0	1.0
Cycle Q Clear(g_c), s	0.7	53.7	1.6	1.0	27.1	27.1	9.8	0.0	3.5	25.1	0.0	1.0
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	1777	792	31	905	942	411	0	421	366	0	439
V/C Ratio(X)	0.48	1.10	0.06	0.52	0.67	0.67	0.33	0.00	0.16	0.75	0.00	0.05
Avail Cap(c_a), veh/h	216	1777	792	124	905	942	541	0	574	491	0	599
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	51.4	25.6	12.9	51.1	18.5	18.5	32.6	0.0	29.8	39.5	0.0	28.9
Incr Delay (d2), s/veh	5.8	56.2	0.0	4.9	1.6	1.5	0.2	0.0	0.1	2.7	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	0.3	32.4	0.5	0.4	9.7	10.1	2.9	0.0	1.4	7.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.2	81.7	12.9	56.0	20.1	20.0	32.8	0.0	29.9	42.2	0.0	28.9
LnGrp LOS	E	F	B	E	C	C	C		C	D		C
Approach Vol, veh/h		2021			1258			206			296	
Approach Delay, s/veh		80.0			20.5			31.8			41.2	
Approach LOS		F			C			C			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		35.0	9.4	60.5		35.0	8.4	61.5				
Change Period (Y+Rc), s		7.5	7.5	* 6.8		7.5	7.0	6.8				
Max Green Setting (Gmax), s		37.5	7.5	* 54		37.5	13.0	53.2				
Max Q Clear Time (g_c+I1), s		11.8	3.0	55.7		27.1	2.7	29.1				
Green Ext Time (p_c), s		0.5	0.0	0.0		0.4	0.0	4.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			54.5									
HCM 7th LOS			D									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection						
Int Delay, s/veh	30.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑	↑	↑	↑↑
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, %	5	5	5	5	5	5
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	6.9	7	-	-	4.2
Critical Hdwy Stg 1	5.9	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-
Follow-up Hdwy	3.55	3.35	-	-	2.25
Pot Cap-1 Maneuver	~ 13	198	-	-	213
Stage 1	65	-	-	-	-
Stage 2	499	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	~ 13	198	-	-	213
Mov Cap-2 Maneuver	~ 13	-	-	-	-
Stage 1	65	-	-	-	-
Stage 2	486	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	\$ 1896.31	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	14	213
HCM Lane V/C Ratio	-	-	4.021	0.024
HCM Ctrl Dly (s/v)	-	\$ 1896.3	22.3	-
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

Intersection						
Int Delay, s/veh	2.2					
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, %	5	5	5	5	5	5
Mvmt Flow	35	2126	1131	5	20	30

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1136	0	-	0	2265 566
Stage 1	-	-	-	-	1131 -
Stage 2	-	-	-	-	1134 -
Critical Hdwy	4.2	-	-	-	6.9 7
Critical Hdwy Stg 1	-	-	-	-	5.9 -
Critical Hdwy Stg 2	-	-	-	-	5.9 -
Follow-up Hdwy	2.25	-	-	-	3.55 3.35
Pot Cap-1 Maneuver	594	-	-	-	33 460
Stage 1	-	-	-	-	264 -
Stage 2	-	-	-	-	263 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	594	-	-	-	31 460
Mov Cap-2 Maneuver	-	-	-	-	31 -
Stage 1	-	-	-	-	248 -
Stage 2	-	-	-	-	263 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.19	0	135.54
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	594	-	-	-	71
HCM Lane V/C Ratio	0.06	-	-	-	0.716
HCM Ctrl Dly (s/v)	11.4	-	-	-	135.5
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	3.3

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, %	5	5	2	2	5	5
Mvmt Flow	66	2081	1086	15	5	51

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1101	0	-	0	2258 543
Stage 1	-	-	-	-	1086 -
Stage 2	-	-	-	-	1172 -
Critical Hdwy	4.2	-	-	-	6.9 7
Critical Hdwy Stg 1	-	-	-	-	5.9 -
Critical Hdwy Stg 2	-	-	-	-	5.9 -
Follow-up Hdwy	2.25	-	-	-	3.55 3.35
Pot Cap-1 Maneuver	613	-	-	-	33 476
Stage 1	-	-	-	-	279 -
Stage 2	-	-	-	-	251 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	613	-	-	-	30 476
Mov Cap-2 Maneuver	-	-	-	-	128 -
Stage 1	-	-	-	-	249 -
Stage 2	-	-	-	-	251 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.35	0	16.04
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	613	-	-	-	382
HCM Lane V/C Ratio	0.107	-	-	-	0.146
HCM Ctrl Dly (s/v)	11.6	-	-	-	16
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	0.5

Intersection						
Int Delay, s/veh	1.1					
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, %	5	5	5	5	5	5
Mvmt Flow	2010	76	20	1071	30	5

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	2086	0	2586	1005
Stage 1	-	-	-	-	2010	-
Stage 2	-	-	-	-	576	-
Critical Hdwy	-	-	4.2	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	-	-	2.25	-	3.55	3.35
Pot Cap-1 Maneuver	-	-	251	-	~ 20	234
Stage 1	-	-	-	-	86	-
Stage 2	-	-	-	-	517	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	251	-	~ 18	234
Mov Cap-2 Maneuver	-	-	-	-	71	-
Stage 1	-	-	-	-	86	-
Stage 2	-	-	-	-	476	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.38	83.72
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	79	-	-	251	-
HCM Lane V/C Ratio	0.449	-	-	0.08	-
HCM Ctrl Dly (s/v)	83.7	-	-	20.6	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	1.8	-	-	0.3	-

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

US 50 Corridor Study 2050 No-Build AM
Timing Plan: AM Peak

1: I-580 Ramps & US 50 E
HCM 7th Signalized Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	420	0	525	935	0	140	0	0	220	0	0
Future Volume (veh/h)	160	420	0	525	935	0	140	0	0	220	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	0	1826	1826	0	1826	0	0	1826	0	0
Adj Flow Rate, veh/h	178	467	0	583	1039	0	156	0	0	244	0	0
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, %	5	5	0	5	5	0	5	0	0	5	0	0
Cap, veh/h	246	2273	0	667	2855	0	294	0	0	312	0	0
Arrive On Green	0.07	0.46	0.00	0.07	0.19	0.00	0.09	0.00	0.00	0.09	0.00	0.00
Sat Flow, veh/h	3374	5149	0	3374	5149	0	3374	156		3374	244	
Grp Volume(v), veh/h	178	467	0	583	1039	0	156	51.7		244	55.4	
Grp Sat Flow(s),veh/h/ln	1687	1662	0	1687	1662	0	1687	D		1687	E	
Q Serve(g_s), s	5.9	6.5	0.0	19.7	20.9	0.0	5.1			8.1		
Cycle Q Clear(g_c), s	5.9	6.5	0.0	19.7	20.9	0.0	5.1			8.1		
Prop In Lane	1.00		0.00	1.00		0.00	1.00			1.00		
Lane Grp Cap(c), veh/h	246	2273	0	667	2855	0	294			312		
V/C Ratio(X)	0.72	0.21	0.00	0.87	0.36	0.00	0.53			0.78		
Avail Cap(c_a), veh/h	754	2273	0	780	2855	0	528			546		
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	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		
Uniform Delay (d), s/veh	52.2	18.8	0.0	52.3	28.4	0.0	50.2			51.1		
Incr Delay (d2), s/veh	4.0	0.2	0.0	9.7	0.4	0.0	1.5			4.3		
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(50%),veh/ln	2.6	2.4	0.0	9.8	9.3	0.0	2.2			3.5		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.1	19.0	0.0	62.0	28.7	0.0	51.7			55.4		
LnGrp LOS	E	B		E	C		D			E		
Approach Vol, veh/h		645			1622							
Approach Delay, s/veh		29.2			40.7							
Approach LOS		C			D							
Timer - Assigned Phs	1		3	4	5		7	8				
Phs Duration (G+Y+Rc), s	22.0		33.1	59.8	22.0		19.7	73.3				
Change Period (Y+Rc), s	11.4		10.4	7.4	12.0		11.3	* 7.4				
Max Green Setting (Gmax), s	18.6		26.6	40.6	18.0		25.7	* 41				
Max Q Clear Time (g_c+I1), s	10.1		21.7	8.5	7.1		7.9	22.9				
Green Ext Time (p_c), s	0.5		1.0	3.1	0.3		0.5	6.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			39.9									
HCM 7th LOS			D									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

US 50 Corridor Study 2050 No-Build AM
 Timing Plan: AM Peak

2: Lompa Lane & US 50 E
 HCM 7th Signalized Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑		↖	↗		↖	↗	
Traffic Volume (veh/h)	40	730	95	20	1550	70	190	35	25	35	35	120
Future Volume (veh/h)	40	730	95	20	1550	70	190	35	25	35	35	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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		No		No
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	44	811	0	22	1722	78	211	39	28	39	39	133
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	57	2803		38	2696	122	235	235	168	331	86	294
Arrive On Green	0.01	0.19	0.00	0.02	0.55	0.55	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1739	4985	1547	1739	4888	221	1184	988	710	1303	363	1239
Grp Volume(v), veh/h	44	811	0	22	1170	630	211	0	67	39	0	172
Grp Sat Flow(s),veh/h/ln	1739	1662	1547	1739	1662	1786	1184	0	1698	1303	0	1603
Q Serve(g_s), s	2.9	16.1	0.0	1.4	28.0	28.1	16.8	0.0	3.6	2.8	0.0	10.5
Cycle Q Clear(g_c), s	2.9	16.1	0.0	1.4	28.0	28.1	27.3	0.0	3.6	6.4	0.0	10.5
Prop In Lane	1.00		1.00	1.00		0.12	1.00		0.42	1.00		0.77
Lane Grp Cap(c), veh/h	57	2803		38	1833	985	235	0	403	331	0	380
V/C Ratio(X)	0.77	0.29		0.58	0.64	0.64	0.90	0.00	0.17	0.12	0.00	0.45
Avail Cap(c_a), veh/h	423	2803		287	1833	985	235	0	403	331	0	380
HCM Platoon Ratio	0.33	0.33	0.33	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	56.4	27.0	0.0	55.7	17.9	17.9	50.6	0.0	34.8	37.4	0.0	37.5
Incr Delay (d2), s/veh	7.9	0.3	0.0	5.0	1.7	3.2	32.2	0.0	0.1	0.1	0.0	0.5
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	4	7.2	0.0	0.7	10.2	11.3	8.2	0.0	1.5	0.9	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	64.4	27.3	0.0	60.7	19.6	21.0	82.9	0.0	34.9	37.4	0.0	37.9
LnGrp LOS	E	C		E	B	C	F		C	D		D
Approach Vol, veh/h		855			1822			278				211
Approach Delay, s/veh		29.2			20.6			71.3				37.8
Approach LOS		C			C			E				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		35.0	9.5	70.5		35.0	10.8	69.2				
Change Period (Y+Rc), s		7.7	7.0	5.8		7.7	7.0	5.8				
Max Green Setting (Gmax), s		27.3	19.0	48.2		27.3	28.0	39.2				
Max Q Clear Time (g_c+I1), s		29.3	3.4	18.1		12.5	4.9	30.1				
Green Ext Time (p_c), s		0.0	0.0	4.6		0.6	0.0	6.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			28.5									
HCM 7th LOS			C									
Notes												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

US 50 Corridor Study 2050 No-Build AM
Timing Plan: AM Peak

3: Airport Rd & US 50 E
HCM 7th Signalized Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↗		↘	↑	↗
Traffic Volume (veh/h)	55	645	95	25	1305	65	185	90	25	35	75	150
Future Volume (veh/h)	55	645	95	25	1305	65	185	90	25	35	75	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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		No		No
Adj Sat Flow, veh/h/ln	1826	1826	1826	1796	1796	1796	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	61	717	106	28	1450	72	206	100	28	39	83	167
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, %	5	5	5	7	7	7	5	5	5	5	5	5
Cap, veh/h	78	2045	912	44	1938	864	236	125	35	230	191	161
Arrive On Green	0.04	0.59	0.59	0.03	0.76	0.76	0.07	0.09	0.09	0.08	0.10	0.10
Sat Flow, veh/h	1739	3469	1547	1711	3413	1522	1739	1372	384	1739	1826	1547
Grp Volume(v), veh/h	61	717	106	28	1450	72	206	0	128	39	83	167
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1711	1706	1522	1739	0	1757	1739	1826	1547
Q Serve(g_s), s	4.0	12.3	2.2	1.9	27.5	0.9	5.7	0.0	8.2	0.0	4.9	9.7
Cycle Q Clear(g_c), s	4.0	12.3	2.2	1.9	27.5	0.9	5.7	0.0	8.2	0.0	4.9	9.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	78	2045	912	44	1938	864	236	0	160	230	191	161
V/C Ratio(X)	0.78	0.35	0.12	0.64	0.75	0.08	0.87	0.00	0.80	0.17	0.44	1.03
Avail Cap(c_a), veh/h	248	2045	912	248	1938	864	328	0	409	299	426	361
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	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	1.00	1.00
Uniform Delay (d), s/veh	54.4	12.2	4.1	55.0	9.5	2.3	50.1	0.0	51.2	47.7	48.3	33.5
Incr Delay (d2), s/veh	6.3	0.5	0.3	5.6	2.7	0.2	16.7	0.0	3.5	0.3	0.6	29.4
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	1.8	4.4	1.1	0.8	6.3	0.5	6.8	0.0	3.7	1.0	2.2	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.7	12.7	4.3	60.6	12.2	2.5	66.9	0.0	54.7	48.0	48.9	62.9
LnGrp LOS	E	B	A	E	B	A	E		D	D	D	F
Approach Vol, veh/h		884			1550			334			289	
Approach Delay, s/veh		15.0			12.6			62.2			56.9	
Approach LOS		B			B			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.5	17.7	10.3	73.6	12.0	19.2	12.7	71.1				
Change Period (Y+Rc), s * 4		7.2	7.3	5.8	* 4	7.2	7.6	5.8				
Max Green Setting (Gmax), s	14	26.8	16.7	33.2	* 14	26.8	16.4	33.2				
Max Q Clear Time (g_c+1/2), s	10.2	10.2	3.9	14.3	7.7	11.7	6.0	29.5				
Green Ext Time (p_c), s	0.0	0.3	0.0	3.3	0.3	0.3	0.0	2.5				

Intersection Summary												
HCM 7th Control Delay, s/veh											22.9	
HCM 7th LOS											C	

Notes
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	685	1360	15	10	35
Future Vol, veh/h	20	685	1360	15	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	380	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	22	761	1511	17	11	39

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1528	0	-	0	1944 764
Stage 1	-	-	-	-	1519 -
Stage 2	-	-	-	-	425 -
Critical Hdwy	4.2	-	-	-	6.9 7
Critical Hdwy Stg 1	-	-	-	-	5.9 -
Critical Hdwy Stg 2	-	-	-	-	5.9 -
Follow-up Hdwy	2.25	-	-	-	3.55 3.35
Pot Cap-1 Maneuver	418	-	-	-	55 340
Stage 1	-	-	-	-	162 -
Stage 2	-	-	-	-	619 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	418	-	-	-	52 340
Mov Cap-2 Maneuver	-	-	-	-	126 -
Stage 1	-	-	-	-	154 -
Stage 2	-	-	-	-	619 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.4	0	23.25
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	418	-	-	-	247
HCM Lane V/C Ratio	0.053	-	-	-	0.203
HCM Ctrl Dly (s/v)	14.1	-	-	-	23.2
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.7

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑↑	
Traffic Vol, veh/h	660	30	20	1335	35	10
Future Vol, veh/h	660	30	20	1335	35	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	220	-	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	733	33	22	1483	39	11

























Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	767	0	1536 383
Stage 1	-	-	-	-	750 -
Stage 2	-	-	-	-	786 -
Critical Hdwy	-	-	4.24	-	6.86 6.96
Critical Hdwy Stg 1	-	-	-	-	5.86 -
Critical Hdwy Stg 2	-	-	-	-	5.86 -
Follow-up Hdwy	-	-	2.27	-	3.53 3.33
Pot Cap-1 Maneuver	-	-	811	-	106 612
Stage 1	-	-	-	-	425 -
Stage 2	-	-	-	-	407 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	811	-	103 612
Mov Cap-2 Maneuver	-	-	-	-	234 -
Stage 1	-	-	-	-	425 -
Stage 2	-	-	-	-	396 -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.14	21.26
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	271	-	-	811	-
HCM Lane V/C Ratio	0.184	-	-	0.027	-
HCM Ctrl Dly (s/v)	21.3	-	-	9.6	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

US 50 Corridor Study 2050 No-Build AM
Timing Plan: AM Peak

6: Fairview Drive & US 50 E
HCM 7th Signalized Intersection Summary

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	570	50	410	1135	370	150	210	235	185	115	70
Future Volume (veh/h)	55	570	50	410	1135	370	150	210	235	185	115	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	61	633	0	456	1261	0	167	233	261	206	128	78
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	413	1260		524	1062		256	287	243	264	186	106
Arrive On Green	0.08	0.12	0.00	0.16	0.31	0.00	0.15	0.16	0.16	0.08	0.09	0.09
Sat Flow, veh/h	1739	3469	1547	3374	3469	1547	1739	1826	1547	3374	2125	1216
Grp Volume(v), veh/h	61	633	0	456	1261	0	167	233	261	206	103	103
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1687	1735	1547	1739	1826	1547	1687	1735	1607
Q Serve(g_s), s	3.8	19.7	0.0	15.2	35.2	0.0	10.4	14.2	12.2	6.9	6.6	7.2
Cycle Q Clear(g_c), s	3.8	19.7	0.0	15.2	35.2	0.0	10.4	14.2	12.2	6.9	6.6	7.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.76
Lane Grp Cap(c), veh/h	413	1260		524	1062		256	287	243	264	152	140
V/C Ratio(X)	0.15	0.50		0.87	1.19		0.65	0.81	1.07	0.78	0.68	0.73
Avail Cap(c_a), veh/h	413	1260		625	1062		292	505	428	320	357	331
HCM Platoon Ratio	0.33	0.33	0.33	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	42.1	40.9	0.0	47.4	39.9	0.0	46.2	46.8	21.9	52.0	50.9	51.2
Incr Delay (d2), s/veh	0.2	1.4	0.0	11.2	94.0	0.0	4.2	5.5	57.0	9.7	5.2	7.2
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	1.6	9.3	0.0	7.0	28.1	0.0	4.7	6.7	8.0	3.2	3.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.3	42.3	0.0	58.6	133.9	0.0	50.5	52.3	78.9	61.7	56.1	58.4
LnGrp LOS	D	D		E	F		D	D	F	E	E	E
Approach Vol, veh/h	694			1717			661			412		
Approach Delay, s/veh	42.3			113.9			62.3			59.5		
Approach LOS	D			F			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.1	23.3	26.6	50.1	23.0	15.4	35.6	41.0				
Change Period (Y+Rc), s	6.1	* 5.2	* 8.7	* 8.3	6.1	* 5.3	8.3	5.8				
Max Green Setting (Gmax), s	10.9	* 32	* 21	* 25	19.3	* 24	11.7	35.2				
Max Q Clear Time (g_c+I1), s	8.9	16.2	17.2	21.7	12.4	9.2	5.8	37.2				
Green Ext Time (p_c), s	0.1	1.9	0.7	1.3	0.2	0.9	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				83.4								
HCM 7th LOS				F								
Notes												
* HCM 7th 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.												

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	
Traffic Vol, veh/h	10	1015	1940	30	10	40
Future Vol, veh/h	10	1015	1940	30	10	40
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	90	90
Heavy Vehicles, %	8	8	7	7	5	5
Mvmt Flow	11	1091	2086	32	11	44

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2118	0	-	0	2669 1059
Stage 1	-	-	-	-	2102 -
Stage 2	-	-	-	-	567 -
Critical Hdwy	4.26	-	-	-	6.9 7
Critical Hdwy Stg 1	-	-	-	-	5.9 -
Critical Hdwy Stg 2	-	-	-	-	5.9 -
Follow-up Hdwy	2.28	-	-	-	3.55 3.35
Pot Cap-1 Maneuver	234	-	-	-	17 215
Stage 1	-	-	-	-	77 -
Stage 2	-	-	-	-	523 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	234	-	-	-	16 215
Mov Cap-2 Maneuver	-	-	-	-	60 -
Stage 1	-	-	-	-	72 -
Stage 2	-	-	-	-	523 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.56	0	45.61
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	35	-	-	-	142
HCM Lane V/C Ratio	0.046	-	-	-	0.39
HCM Ctrl Dly (s/v)	21.1	1.4	-	-	45.6
HCM Lane LOS	C	A	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	1.7

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕		↵	↕			↕			↕	
Traffic Vol, veh/h	10	1000	15	10	1940	10	15	10	10	10	10	15
Future Vol, veh/h	10	1000	15	10	1940	10	15	10	10	10	10	15
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	90	90	90	95	95	95
Heavy Vehicles, %	8	8	8	5	5	5	5	5	5	0	0	0
Mvmt Flow	11	1053	16	11	2042	11	17	11	11	11	11	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2053	0	0	1068	0	0	2129	3155	534	2621	3158	1026
Stage 1	-	-	-	-	-	-	1082	1082	-	2068	2068	-
Stage 2	-	-	-	-	-	-	1047	2074	-	553	1089	-
Critical Hdwy	4.26	-	-	4.2	-	-	7.6	6.6	7	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.6	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.6	-	6.5	5.5	-
Follow-up Hdwy	2.28	-	-	2.25	-	-	3.55	4.05	3.35	3.5	4	3.3
Pot Cap-1 Maneuver	249	-	-	631	-	-	27	~ 10	483	12	11	235
Stage 1	-	-	-	-	-	-	227	286	-	57	98	-
Stage 2	-	-	-	-	-	-	238	91	-	490	294	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	249	-	-	631	-	-	-	~ 9	483	-	~ 10	235
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 9	-	-	~ 10	-
Stage 1	-	-	-	-	-	-	217	274	-	56	96	-
Stage 2	-	-	-	-	-	-	195	90	-	440	281	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.2	0.06		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	249	-	-	631	-	-	-
HCM Lane V/C Ratio	-	0.042	-	-	0.017	-	-	-
HCM Ctrl Dly (s/v)	-	20.1	-	-	10.8	-	-	-
HCM Lane LOS	-	C	-	-	B	-	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-	0.1	-	-	-

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

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	70	995	2030	15	10	20
Future Vol, veh/h	70	995	2030	15	10	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	25	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	78	1106	2256	17	11	22

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2272	0	-	0	2972 1136
Stage 1	-	-	-	-	2264 -
Stage 2	-	-	-	-	708 -
Critical Hdwy	4.2	-	-	-	6.9 7
Critical Hdwy Stg 1	-	-	-	-	5.9 -
Critical Hdwy Stg 2	-	-	-	-	5.9 -
Follow-up Hdwy	2.25	-	-	-	3.55 3.35
Pot Cap-1 Maneuver	212	-	-	-	~ 11 191
Stage 1	-	-	-	-	62 -
Stage 2	-	-	-	-	441 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	212	-	-	-	~ 7 191
Mov Cap-2 Maneuver	-	-	-	-	34 -
Stage 1	-	-	-	-	39 -
Stage 2	-	-	-	-	441 -






















Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.08	0	87.15
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	212	-	-	-	75
HCM Lane V/C Ratio	0.368	-	-	-	0.446
HCM Ctrl Dly (s/v)	31.6	-	-	-	87.1
HCM Lane LOS	D	-	-	-	F
HCM 95th %tile Q(veh)	1.6	-	-	-	1.8

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

US 50 Corridor Study 2050 No-Build AM
Timing Plan: AM Peak

10: N Deer Run Rd/Arrowhead Drive & US 50 E
HCM 7th Signalized Intersection Summary

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	850	150	20	2045	285	40	15	10	45	10	10
Future Volume (veh/h)	25	850	150	20	2045	285	40	15	10	45	10	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	28	944	167	22	2272	317	44	17	11	50	11	11
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	50	2217	989	42	1964	268	171	77	50	166	62	62
Arrive On Green	0.03	0.64	0.64	0.02	0.64	0.64	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	1739	3469	1547	1739	3067	418	1357	1035	670	1349	838	838
Grp Volume(v), veh/h	28	944	167	22	1261	1328	44	0	28	50	0	22
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1739	1735	1751	1357	0	1705	1349	0	1675
Q Serve(g_s), s	1.3	11.2	3.6	1.0	53.2	53.2	2.6	0.0	1.3	3.0	0.0	1.0
Cycle Q Clear(g_c), s	1.3	11.2	3.6	1.0	53.2	53.2	3.6	0.0	1.3	4.3	0.0	1.0
Prop In Lane	1.00		1.00	1.00		0.24	1.00		0.39	1.00		0.50
Lane Grp Cap(c), veh/h	50	2217	989	42	1111	1121	171	0	127	166	0	125
V/C Ratio(X)	0.56	0.43	0.17	0.53	1.14	1.18	0.26	0.00	0.22	0.30	0.00	0.18
Avail Cap(c_a), veh/h	272	2243	1000	157	1111	1121	682	0	770	675	0	756
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	39.8	7.4	6.1	40.1	14.9	14.9	37.8	0.0	36.2	38.2	0.0	36.0
Incr Delay (d2), s/veh	3.7	0.0	0.0	3.8	72.4	92.2	0.3	0.0	0.3	0.4	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	0.6	2.8	0.8	0.5	35.6	42.1	0.9	0.0	0.5	1.0	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.5	7.5	6.1	43.9	87.3	107.1	38.0	0.0	36.5	38.6	0.0	36.3
LnGrp LOS	D	A	A	D	F	F	D		D	D		D
Approach Vol, veh/h		1139			2611			72				72
Approach Delay, s/veh		8.2			97.0			37.4				37.9
Approach LOS		A			F			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		13.7	9.5	59.9		13.7	9.4	60.0				
Change Period (Y+Rc), s		7.5	7.5	* 6.8		7.5	7.0	6.8				
Max Green Setting (Gmax), s		37.5	7.5	* 54		37.5	13.0	53.2				
Max Q Clear Time (g_c+I1), s		5.6	3.0	13.2		6.3	3.3	55.2				
Green Ext Time (p_c), s		0.1	0.0	4.2		0.1	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			68.8									
HCM 7th LOS			E									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑	↑	↑	↑↑
Traffic Vol, veh/h	10	10	910	30	10	2435
Future Vol, veh/h	10	10	910	30	10	2435
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, %	5	5	5	5	5	5
Mvmt Flow	11	11	1022	34	11	2736

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2413	511	0	0	1056
Stage 1	1022	-	-	-	-
Stage 2	1390	-	-	-	-
Critical Hdwy	6.9	7	-	-	4.2
Critical Hdwy Stg 1	5.9	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-
Follow-up Hdwy	3.55	3.35	-	-	2.25
Pot Cap-1 Maneuver	26	500	-	-	637
Stage 1	301	-	-	-	-
Stage 2	191	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	26	500	-	-	637
Mov Cap-2 Maneuver	26	-	-	-	-
Stage 1	301	-	-	-	-
Stage 2	187	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	121.65	0	0.04
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	51	637
HCM Lane V/C Ratio	-	-	0.439	0.018
HCM Ctrl Dly (s/v)	-	-	121.7	10.7
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	1.6	0.1

Intersection						
Int Delay, s/veh	21.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑	↗	↘	
Traffic Vol, veh/h	30	910	2460	10	10	30
Future Vol, veh/h	30	910	2460	10	10	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	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	35	1058	2860	12	12	35

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2872	0	-	0	3459 1430
Stage 1	-	-	-	-	2860 -
Stage 2	-	-	-	-	599 -
Critical Hdwy	4.2	-	-	-	6.9 7
Critical Hdwy Stg 1	-	-	-	-	5.9 -
Critical Hdwy Stg 2	-	-	-	-	5.9 -
Follow-up Hdwy	2.25	-	-	-	3.55 3.35
Pot Cap-1 Maneuver	121	-	-	-	~ 5 120
Stage 1	-	-	-	-	28 -
Stage 2	-	-	-	-	503 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	121	-	-	-	~ 3 120
Mov Cap-2 Maneuver	-	-	-	-	~ 3 -
Stage 1	-	-	-	-	20 -
Stage 2	-	-	-	-	503 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.48	0	\$ 1850.02
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	121	-	-	-	12
HCM Lane V/C Ratio	0.289	-	-	-	3.753
HCM Ctrl Dly (s/v)	46.5	-	-	-	-\$ 1850
HCM Lane LOS	E	-	-	-	F
HCM 95th %tile Q(veh)	1.1	-	-	-	6.8

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

Intersection						
Int Delay, s/veh	7.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑	↗	↘	
Traffic Vol, veh/h	35	880	2385	20	10	85
Future Vol, veh/h	35	880	2385	20	10	85
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	5	5
Mvmt Flow	39	989	2680	22	11	96

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2702	0	-	0	3253 1340
Stage 1	-	-	-	-	2680 -
Stage 2	-	-	-	-	573 -
Critical Hdwy	4.28	-	-	-	6.9 7
Critical Hdwy Stg 1	-	-	-	-	5.9 -
Critical Hdwy Stg 2	-	-	-	-	5.9 -
Follow-up Hdwy	2.29	-	-	-	3.55 3.35
Pot Cap-1 Maneuver	133	-	-	-	~ 7 139
Stage 1	-	-	-	-	36 -
Stage 2	-	-	-	-	519 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	133	-	-	-	~ 5 139
Mov Cap-2 Maneuver	-	-	-	-	22 -
Stage 1	-	-	-	-	25 -
Stage 2	-	-	-	-	519 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.65	0	242.09
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	133	-	-	-	89
HCM Lane V/C Ratio	0.297	-	-	-	1.193
HCM Ctrl Dly (s/v)	43.2	-	-	-	242.1
HCM Lane LOS	E	-	-	-	F
HCM 95th %tile Q(veh)	1.2	-	-	-	7.5

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

Intersection						
Int Delay, s/veh	4.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑↑	↑
Traffic Vol, veh/h	870	20	10	2305	105	20
Future Vol, veh/h	870	20	10	2305	105	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	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	5	5
Mvmt Flow	967	22	11	2561	117	22

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	989	0	2269
Stage 1	-	-	-	-	967
Stage 2	-	-	-	-	1303
Critical Hdwy	-	-	4.16	-	6.9
Critical Hdwy Stg 1	-	-	-	-	5.9
Critical Hdwy Stg 2	-	-	-	-	5.9
Follow-up Hdwy	-	-	2.23	-	3.55
Pot Cap-1 Maneuver	-	-	689	-	~ 33
Stage 1	-	-	-	-	323
Stage 2	-	-	-	-	213
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	689	-	~ 32
Mov Cap-2 Maneuver	-	-	-	-	130
Stage 1	-	-	-	-	323
Stage 2	-	-	-	-	210

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.04	118.47
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	148	-	-	689	-
HCM Lane V/C Ratio	0.941	-	-	0.016	-
HCM Ctrl Dly (s/v)	118.5	-	-	10.3	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	6.7	-	-	0	-

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

US 50 Corridor Study 2050 No-Build PM
Timing Plan: PM Peak

1: I-580 Ramps & US 50 E
HCM 7th Signalized Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	255	940	0	375	750	0	185	0	0	415	0	0
Future Volume (veh/h)	255	940	0	375	750	0	185	0	0	415	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	0	1826	1826	0	1826	0	0	1826	0	0
Adj Flow Rate, veh/h	277	1022	0	417	833	0	206	0	0	461	0	0
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	5	0	5	5	0	5	0	0	5	0	0
Cap, veh/h	341	2387	0	471	2529	0	506	0	0	521	0	0
Arrive On Green	0.10	0.48	0.00	0.28	1.00	0.00	0.15	0.00	0.00	0.15	0.00	0.00
Sat Flow, veh/h	3374	5149	0	3374	5149	0	3374	206		3374	461	
Grp Volume(v), veh/h	277	1022	0	417	833	0	206	50.6		461	66.8	
Grp Sat Flow(s),veh/h/ln	1687	1662	0	1687	1662	0	1687	D		1687	E	
Q Serve(g_s), s	10.5	17.5	0.0	15.4	0.0	0.0	7.2			17.4		
Cycle Q Clear(g_c), s	10.5	17.5	0.0	15.4	0.0	0.0	7.2			17.4		
Prop In Lane	1.00		0.00	1.00		0.00	1.00			1.00		
Lane Grp Cap(c), veh/h	341	2387	0	471	2529	0	506			521		
V/C Ratio(X)	0.81	0.43	0.00	0.88	0.33	0.00	0.41			0.88		
Avail Cap(c_a), veh/h	623	2387	0	605	2529	0	597			612		
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	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		
Uniform Delay (d), s/veh	57.2	22.2	0.0	45.8	0.0	0.0	50.0			53.8		
Incr Delay (d2), s/veh	4.7	0.6	0.0	12.2	0.3	0.0	0.5			12.9		
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(50%),veh/ln	4.6	6.7	0.0	6.2	0.1	0.0	3.0			8.1		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.9	22.8	0.0	58.0	0.3	0.0	50.6			66.8		
LnGrp LOS	E	C		E	A		D			E		
Approach Vol, veh/h		1299			1250							
Approach Delay, s/veh		31.1			19.6							
Approach LOS		C			B							
Timer - Assigned Phs	1		3	4	5		7	8				
Phs Duration (G+Y+Rc), s	31.5		28.9	69.6	31.5		25.1	73.4				
Change Period (Y+Rc), s	11.4		10.7	7.4	12.0		12.0	* 7.4				
Max Green Setting (Gmax), s	23.6		23.3	53.6	23.0		24.0	* 52				
Max Q Clear Time (g_c+I1), s	19.4		17.4	19.5	9.2		12.5	2.0				
Green Ext Time (p_c), s	0.7		0.8	7.8	0.5		0.7	6.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			33.0									
HCM 7th LOS			C									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

US 50 Corridor Study 2050 No-Build PM
 Timing Plan: PM Peak

2: Lompa Lane & US 50 E
 HCM 7th Signalized Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑		↖	↗		↖	↗	
Traffic Volume (veh/h)	100	1530	240	30	1265	80	150	35	30	90	40	80
Future Volume (veh/h)	100	1530	240	30	1265	80	150	35	30	90	40	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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		No		No
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	111	1700	0	33	1406	89	167	39	33	100	44	89
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	355	2078		355	1998	126	242	202	171	297	119	241
Arrive On Green	0.41	0.83	0.00	0.20	0.42	0.42	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1739	4985	1547	1739	4791	303	1227	914	773	1297	539	1090
Grp Volume(v), veh/h	111	1700	0	33	975	520	167	0	72	100	0	133
Grp Sat Flow(s),veh/h/ln	1739	1662	1547	1739	1662	1771	1227	0	1687	1297	0	1630
Q Serve(g_s), s	5.6	23.2	0.0	2.0	31.5	31.5	17.4	0.0	4.5	8.8	0.0	9.0
Cycle Q Clear(g_c), s	5.6	23.2	0.0	2.0	31.5	31.5	26.4	0.0	4.5	13.4	0.0	9.0
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	355	2078		355	1385	739	242	0	373	297	0	360
V/C Ratio(X)	0.31	0.82		0.09	0.70	0.70	0.69	0.00	0.19	0.34	0.00	0.37
Avail Cap(c_a), veh/h	355	2078		355	1385	739	313	0	471	372	0	455
HCM Platoon Ratio	2.00	2.00	2.00	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	32.3	8.2	0.0	42.0	31.3	31.3	54.1	0.0	41.2	46.6	0.0	42.9
Incr Delay (d2), s/veh	0.2	3.7	0.0	0.0	3.0	5.6	2.9	0.0	0.1	0.4	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	2.2	3.8	0.0	0.9	12.6	14.0	5.5	0.0	1.9	2.9	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.4	11.9	0.0	42.0	34.3	36.8	57.0	0.0	41.3	47.0	0.0	43.3
LnGrp LOS	C	B		D	C	D	E		D	D		D
Approach Vol, veh/h		1811			1528			239			233	
Approach Delay, s/veh		13.2			35.3			52.3			44.9	
Approach LOS		B			D			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		36.4	33.6	60.0		36.4	33.6	60.0				
Change Period (Y+Rc), s		7.7	7.0	5.8		7.7	7.0	* 5.8				
Max Green Setting (Gmax), s		36.3	19.0	54.2		36.3	19.4	* 54				
Max Q Clear Time (g_c+I1), s		28.4	4.0	25.2		15.4	7.6	33.5				
Green Ext Time (p_c), s		0.4	0.0	12.0		0.7	0.1	8.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			26.5									
HCM 7th LOS			C									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

US 50 Corridor Study 2050 No-Build PM
Timing Plan: PM Peak

3: Airport Rd & US 50 E
HCM 7th Signalized Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	1290	215	40	1065	65	180	150	40	110	160	135
Future Volume (veh/h)	145	1290	215	40	1065	65	180	150	40	110	160	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	161	1433	239	44	1183	72	200	167	44	122	178	150
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	334	1393	621	334	1393	621	224	189	50	168	210	178
Arrive On Green	0.19	0.40	0.40	0.19	0.40	0.40	0.09	0.14	0.14	0.06	0.11	0.11
Sat Flow, veh/h	1739	3469	1547	1739	3469	1547	1739	1393	367	1739	1826	1547
Grp Volume(v), veh/h	161	1433	239	44	1183	72	200	0	211	122	178	150
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1739	1735	1547	1739	0	1760	1739	1826	1547
Q Serve(g_s), s	10.7	52.2	14.2	2.7	40.3	3.8	9.1	0.0	15.3	4.7	12.4	12.4
Cycle Q Clear(g_c), s	10.7	52.2	14.2	2.7	40.3	3.8	9.1	0.0	15.3	4.7	12.4	12.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	334	1393	621	334	1393	621	224	0	239	168	210	178
V/C Ratio(X)	0.48	1.03	0.38	0.13	0.85	0.12	0.89	0.00	0.88	0.73	0.85	0.84
Avail Cap(c_a), veh/h	334	1393	621	334	1393	621	240	0	349	213	362	307
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	1.00	1.00
Uniform Delay (d), s/veh	46.8	38.9	27.5	43.5	35.3	24.4	56.7	0.0	55.2	58.0	56.4	56.4
Incr Delay (d2), s/veh	0.4	31.8	1.8	0.1	6.6	0.4	29.2	0.0	12.5	5.8	3.7	4.2
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	4.6	27.2	5.4	1.2	17.5	1.4	8.2	0.0	7.6	4.1	5.9	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.2	70.7	29.3	43.6	42.0	24.8	85.9	0.0	67.6	63.9	60.1	60.6
LnGrp LOS	D	F	C	D	D	C	F		E	E	E	E
Approach Vol, veh/h	1833			1299			411			450		
Approach Delay, s/veh	63.2			41.1			76.5			61.3		
Approach LOS	E			D			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.6	24.9	32.6	58.0	17.3	22.1	32.6	58.0				
Change Period (Y+Rc), s	6.2	7.2	7.6	* 5.8	* 6.2	* 7.2	7.6	5.8				
Max Green Setting (Gmax), s	25.8	13.7	* 52	* 12	* 26	13.4	52.2					
Max Q Clear Time (g_c+I), s	17.3	4.7	54.2	11.1	14.4	12.7	42.3					
Green Ext Time (p_c), s	0.0	0.3	0.0	0.0	0.0	0.5	0.0	4.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			57.2									
HCM 7th LOS			E									

Notes
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	30	1410	1145	10	10	25
Future Vol, veh/h	30	1410	1145	10	10	25
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	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	33	1567	1272	11	11	28

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1283	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.2	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.25	-	-
Pot Cap-1 Maneuver	521	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	521	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.26	0	21.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	521	-	-	-	261
HCM Lane V/C Ratio	0.064	-	-	-	0.149
HCM Ctrl Dly (s/v)	12.4	-	-	-	21.2
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑↑	
Traffic Vol, veh/h	1310	105	10	1105	50	20
Future Vol, veh/h	1310	105	10	1105	50	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	-	-	220	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1456	117	11	1228	56	22

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1572	0	2150
Stage 1	-	-	-	-	1514
Stage 2	-	-	-	-	636
Critical Hdwy	-	-	4.2	-	6.9
Critical Hdwy Stg 1	-	-	-	-	5.9
Critical Hdwy Stg 2	-	-	-	-	5.9
Follow-up Hdwy	-	-	2.25	-	3.55
Pot Cap-1 Maneuver	-	-	401	-	~ 40
Stage 1	-	-	-	-	163
Stage 2	-	-	-	-	481
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	401	-	~ 39
Mov Cap-2 Maneuver	-	-	-	-	123
Stage 1	-	-	-	-	163
Stage 2	-	-	-	-	468

























Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.13	52.19
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	150	-	-	401	-
HCM Lane V/C Ratio	0.518	-	-	0.028	-
HCM Ctrl Dly (s/v)	52.2	-	-	14.2	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	2.5	-	-	0.1	-

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

US 50 Corridor Study 2050 No-Build PM
Timing Plan: PM Peak

6: Fairview Drive & US 50 E
HCM 7th Signalized Intersection Summary

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	1135	120	385	900	235	175	225	605	525	215	40
Future Volume (veh/h)	75	1135	120	385	900	235	175	225	605	525	215	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	83	1261	0	428	1000	0	194	250	672	583	239	44
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	141	821		449	1002		514	505	428	437	321	58
Arrive On Green	0.08	0.24	0.00	0.13	0.29	0.00	0.30	0.28	0.28	0.13	0.11	0.11
Sat Flow, veh/h	1739	3469	1547	3374	3469	1547	1739	1826	1547	3374	2933	532
Grp Volume(v), veh/h	83	1261	0	428	1000	0	194	250	672	583	140	143
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1687	1735	1547	1739	1826	1547	1687	1735	1730
Q Serve(g_s), s	5.3	27.2	0.0	14.5	33.1	0.0	10.2	13.2	31.8	14.9	9.0	9.2
Cycle Q Clear(g_c), s	5.3	27.2	0.0	14.5	33.1	0.0	10.2	13.2	31.8	14.9	9.0	9.2
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	141	821		449	1002		514	505	428	437	190	190
V/C Ratio(X)	0.59	1.54		0.95	1.00		0.38	0.50	1.57	1.33	0.74	0.76
Avail Cap(c_a), veh/h	147	821		449	1002		514	505	428	437	448	447
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	51.0	43.9	0.0	49.5	40.9	0.0	32.1	34.9	41.6	50.1	49.6	49.7
Incr Delay (d2), s/veh	5.7	247.7	0.0	30.8	28.1	0.0	0.5	0.8	267.8	165.2	5.4	6.0
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	2.5	39.4	0.0	7.8	17.4	0.0	4.2	5.8	43.4	16.2	4.1	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.7	291.6	0.0	80.3	68.9	0.0	32.6	35.6	309.4	215.2	55.0	55.7
LnGrp LOS	E	F		F	E		C	D	F	F	E	E
Approach Vol, veh/h		1344			1428			1116			866	
Approach Delay, s/veh		277.1			72.4			200.0			163.0	
Approach LOS		F			E			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	37.0	24.0	33.0	40.1	17.9	18.0	39.0				
Change Period (Y+Rc), s	6.1	* 5.2	8.7	* 5.8	6.1	* 5.3	8.7	* 5.8				
Max Green Setting (Gmax), s	14.9	* 32	15.3	* 27	17.3	* 30	9.7	* 33				
Max Q Clear Time (g_c+I1), s	16.9	33.8	16.5	29.2	12.2	11.2	7.3	35.1				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.2	1.4	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			176.7									
HCM 7th LOS			F									
Notes												
* HCM 7th 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.												

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	
Traffic Vol, veh/h	25	2315	1550	20	10	25
Future Vol, veh/h	25	2315	1550	20	10	25
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	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	28	2572	1722	22	11	28

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1744	0	-	0	3075 872
Stage 1	-	-	-	-	1733 -
Stage 2	-	-	-	-	1342 -
Critical Hdwy	4.2	-	-	-	6.9 7
Critical Hdwy Stg 1	-	-	-	-	5.9 -
Critical Hdwy Stg 2	-	-	-	-	5.9 -
Follow-up Hdwy	2.25	-	-	-	3.55 3.35
Pot Cap-1 Maneuver	343	-	-	-	~ 9 288
Stage 1	-	-	-	-	124 -
Stage 2	-	-	-	-	203 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	343	-	-	-	~ 6 288
Mov Cap-2 Maneuver	-	-	-	-	59 -
Stage 1	-	-	-	-	89 -
Stage 2	-	-	-	-	203 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	4.68	0	41.71
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	38	-	-	-	136
HCM Lane V/C Ratio	0.081	-	-	-	0.286
HCM Ctrl Dly (s/v)	16.4	4.6	-	-	41.7
HCM Lane LOS	C	A	-	-	E
HCM 95th %tile Q(veh)	0.3	-	-	-	1.1

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

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↕		↘	↕			↕			↕	
Traffic Vol, veh/h	25	2260	30	25	1495	15	15	10	15	10	10	55
Future Vol, veh/h	25	2260	30	25	1495	15	15	10	15	10	10	55
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	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	5	5	5	5	5	5	5	5	5
Mvmt Flow	26	2354	31	28	1661	17	17	11	17	11	11	61

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1678	0	0	2385	0	0	3314	4155	1193	2960	4163	839
Stage 1	-	-	-	-	-	-	2422	2422	-	1725	1725	-
Stage 2	-	-	-	-	-	-	892	1733	-	1235	2438	-
Critical Hdwy	4.14	-	-	4.2	-	-	7.6	6.6	7	7.6	6.6	7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Follow-up Hdwy	2.22	-	-	2.25	-	-	3.55	4.05	3.35	3.55	4.05	3.35
Pot Cap-1 Maneuver	378	-	-	190	-	-	~3	~2	175	~6	~2	303
Stage 1	-	-	-	-	-	-	31	60	-	89	138	-
Stage 2	-	-	-	-	-	-	297	136	-	182	59	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	378	-	-	190	-	-	-	~2	175	-	~2	303
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~2	-	-	~2	-
Stage 1	-	-	-	-	-	-	29	56	-	76	118	-
Stage 2	-	-	-	-	-	-	184	116	-	123	55	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.16	0.44		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	378	-	-	190	-	-	-
HCM Lane V/C Ratio	-	0.069	-	-	0.146	-	-	-
HCM Ctrl Dly (s/v)	-	15.2	-	-	27.1	-	-	-
HCM Lane LOS	-	C	-	-	D	-	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-	0.5	-	-	-

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

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗↗	↗↘		↘	
Traffic Vol, veh/h	20	2375	1565	35	15	45
Future Vol, veh/h	20	2375	1565	35	15	45
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	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	22	2639	1739	39	17	50

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1778	0	-	0	3122 889
Stage 1	-	-	-	-	1758 -
Stage 2	-	-	-	-	1364 -
Critical Hdwy	4.2	-	-	-	6.9 7
Critical Hdwy Stg 1	-	-	-	-	5.9 -
Critical Hdwy Stg 2	-	-	-	-	5.9 -
Follow-up Hdwy	2.25	-	-	-	3.55 3.35
Pot Cap-1 Maneuver	333	-	-	-	~ 8 280
Stage 1	-	-	-	-	120 -
Stage 2	-	-	-	-	197 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	333	-	-	-	~ 8 280
Mov Cap-2 Maneuver	-	-	-	-	68 -
Stage 1	-	-	-	-	112 -
Stage 2	-	-	-	-	197 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.14	0	43.51
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	333	-	-	-	158
HCM Lane V/C Ratio	0.067	-	-	-	0.422
HCM Ctrl Dly (s/v)	16.6	-	-	-	43.5
HCM Lane LOS	C	-	-	-	E
HCM 95th %tile Q(veh)	0.2	-	-	-	1.9

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

US 50 Corridor Study 2050 No-Build PM
Timing Plan: PM Peak

10: N Deer Run Rd/Arrowhead Drive & US 50 E
HCM 7th Signalized Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	2365	60	20	1455	45	165	20	65	330	15	15
Future Volume (veh/h)	15	2365	60	20	1455	45	165	20	65	330	15	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	17	2628	67	22	1617	50	183	22	72	367	17	17
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	38	1620	722	38	1589	49	481	122	401	424	273	273
Arrive On Green	0.02	0.47	0.47	0.02	0.46	0.46	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1739	3469	1547	1739	3435	106	1342	376	1229	1271	838	838
Grp Volume(v), veh/h	17	2628	67	22	814	853	183	0	94	367	0	34
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1739	1735	1807	1342	0	1605	1271	0	1675
Q Serve(g_s), s	1.1	53.7	2.8	1.4	53.2	53.2	12.5	0.0	4.8	32.7	0.0	1.6
Cycle Q Clear(g_c), s	1.1	53.7	2.8	1.4	53.2	53.2	14.1	0.0	4.8	37.5	0.0	1.6
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	38	1620	722	38	802	836	481	0	523	424	0	546
V/C Ratio(X)	0.45	1.62	0.09	0.58	1.01	1.02	0.38	0.00	0.18	0.87	0.00	0.06
Avail Cap(c_a), veh/h	121	1620	722	113	802	836	481	0	523	424	0	546
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	55.6	30.7	17.1	55.7	30.9	30.9	31.5	0.0	27.8	41.4	0.0	26.7
Incr Delay (d2), s/veh	3.0	283.0	0.3	5.0	35.6	36.4	0.2	0.0	0.1	16.3	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	0.5	83.5	1.0	0.7	27.6	28.9	4.1	0.0	1.9	12.3	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.6	313.7	17.3	60.7	66.5	67.3	31.7	0.0	27.8	57.8	0.0	26.7
LnGrp LOS	E	F	B	E	F	F	C		C	E		C
Approach Vol, veh/h		2712			1689			277			401	
Approach Delay, s/veh		304.8			66.8			30.4			55.1	
Approach LOS		F			E			C			E	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		45.0	10.0	60.0		45.0	10.0	60.0				
Change Period (Y+Rc), s		7.5	7.5	6.3		7.5	7.5	* 6.8				
Max Green Setting (Gmax), s		37.5	7.5	53.7		37.5	8.0	* 53				
Max Q Clear Time (g_c+I1), s		16.1	3.4	55.7		39.5	3.1	55.2				
Green Ext Time (p_c), s		0.6	0.0	0.0		0.0	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			191.0									
HCM 7th LOS			F									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection						
Int Delay, s/veh	429.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑	↑	↑	↑↑
Traffic Vol, veh/h	70	10	2820	55	10	1515
Future Vol, veh/h	70	10	2820	55	10	1515
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	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	78	11	3133	61	11	1683

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	3997	1567	0	0	3194
Stage 1	3133	-	-	-	-
Stage 2	864	-	-	-	-
Critical Hdwy	6.9	7	-	-	4.2
Critical Hdwy Stg 1	5.9	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-
Follow-up Hdwy	3.55	3.35	-	-	2.25
Pot Cap-1 Maneuver	~ 2	97	-	-	89
Stage 1	~ 19	-	-	-	-
Stage 2	366	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	~ 2	97	-	-	89
Mov Cap-2 Maneuver	~ 2	-	-	-	-
Stage 1	~ 19	-	-	-	-
Stage 2	320	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v \$	24041.29	0	0.34
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	2	89
HCM Lane V/C Ratio	-	-46.323	0.125	-
HCM Ctrl Dly (s/v)	-	\$ 24041.3	51.2	-
HCM Lane LOS	-	-	F	F
HCM 95th %tile Q(veh)	-	-	13.4	0.4

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

Intersection						
Int Delay, s/veh	54.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗↗	↗↗	↗	↘↘	
Traffic Vol, veh/h	50	2830	1505	10	30	40
Future Vol, veh/h	50	2830	1505	10	30	40
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	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	56	3144	1672	11	33	44

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1683	0	-	0	3356 836
Stage 1	-	-	-	-	1672 -
Stage 2	-	-	-	-	1683 -
Critical Hdwy	4.2	-	-	-	6.9 7
Critical Hdwy Stg 1	-	-	-	-	5.9 -
Critical Hdwy Stg 2	-	-	-	-	5.9 -
Follow-up Hdwy	2.25	-	-	-	3.55 3.35
Pot Cap-1 Maneuver	363	-	-	-	~ 6 304
Stage 1	-	-	-	-	134 -
Stage 2	-	-	-	-	132 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	363	-	-	-	~ 5 304
Mov Cap-2 Maneuver	-	-	-	-	~ 5 -
Stage 1	-	-	-	-	113 -
Stage 2	-	-	-	-	132 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.29	0	\$ 3453.76
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	363	-	-	-	11
HCM Lane V/C Ratio	0.153	-	-	-	7.165
HCM Ctrl Dly (s/v)	16.7	-	-	-	\$ 3453.8
HCM Lane LOS	C	-	-	-	F
HCM 95th %tile Q(veh)	0.5	-	-	-	11

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

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑	↗	↘	
Traffic Vol, veh/h	90	2770	1445	20	10	70
Future Vol, veh/h	90	2770	1445	20	10	70
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	90	90	90	90
Heavy Vehicles, %	2	2	5	5	5	5
Mvmt Flow	91	2798	1606	22	11	78

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1628	0	-	0	3186 803
Stage 1	-	-	-	-	1606 -
Stage 2	-	-	-	-	1581 -
Critical Hdwy	4.14	-	-	-	6.9 7
Critical Hdwy Stg 1	-	-	-	-	5.9 -
Critical Hdwy Stg 2	-	-	-	-	5.9 -
Follow-up Hdwy	2.22	-	-	-	3.55 3.35
Pot Cap-1 Maneuver	395	-	-	-	~ 7 320
Stage 1	-	-	-	-	145 -
Stage 2	-	-	-	-	150 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	395	-	-	-	~ 6 320
Mov Cap-2 Maneuver	-	-	-	-	61 -
Stage 1	-	-	-	-	112 -
Stage 2	-	-	-	-	150 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.53	0	34.34
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	395	-	-	-	209
HCM Lane V/C Ratio	0.23	-	-	-	0.425
HCM Ctrl Dly (s/v)	16.8	-	-	-	34.3
HCM Lane LOS	C	-	-	-	D
HCM 95th %tile Q(veh)	0.9	-	-	-	2

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

Intersection						
Int Delay, s/veh	7.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	2675	105	30	1425	40	10
Future Vol, veh/h	2675	105	30	1425	40	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	90	90	90	90
Heavy Vehicles, %	2	2	5	5	5	5
Mvmt Flow	2702	106	33	1583	44	11

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	2808	0	3560
Stage 1	-	-	-	-	2702
Stage 2	-	-	-	-	858
Critical Hdwy	-	-	4.2	-	6.9
Critical Hdwy Stg 1	-	-	-	-	5.9
Critical Hdwy Stg 2	-	-	-	-	5.9
Follow-up Hdwy	-	-	2.25	-	3.55
Pot Cap-1 Maneuver	-	-	128	-	~ 4
Stage 1	-	-	-	-	~ 35
Stage 2	-	-	-	-	368
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	128	-	~ 3
Mov Cap-2 Maneuver	-	-	-	-	~ 29
Stage 1	-	-	-	-	~ 35
Stage 2	-	-	-	-	272

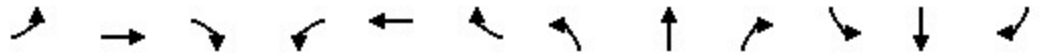
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.88	\$ 567.91
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	34	-	-	128	-
HCM Lane V/C Ratio	1.636	-	-	0.26	-
HCM Ctrl Dly (s/v)	\$ 567.9	-	-	42.7	-
HCM Lane LOS	F	-	-	E	-
HCM 95th %tile Q(veh)	6.1	-	-	1	-

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

US 50 E Carson Street 2050 Build AM
 Timing Plan: AM Peak

1: I-580 Ramps & US 50 E
 HCM 7th Signalized Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑		↖↗	↑↑↑		↖↗			↖↗		
Traffic Volume (veh/h)	160	420	0	525	935	0	140	0	0	220	0	0
Future Volume (veh/h)	160	420	0	525	935	0	140	0	0	220	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	0	1826	1826	0	1826	0	0	1826	0	0
Adj Flow Rate, veh/h	178	467	0	583	1039	0	156	0	0	244	0	0
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, %	5	5	0	5	5	0	5	0	0	5	0	0
Cap, veh/h	242	2261	0	673	2859	0	296	0	0	314	0	0
Arrive On Green	0.07	0.45	0.00	0.27	0.76	0.00	0.09	0.00	0.00	0.09	0.00	0.00
Sat Flow, veh/h	3374	5149	0	3374	5149	0	3374	156		3374	244	
Grp Volume(v), veh/h	178	467	0	583	1039	0	156	51.6		244	55.2	
Grp Sat Flow(s),veh/h/ln	1687	1662	0	1687	1662	0	1687	D		1687	E	
Q Serve(g_s), s	5.9	6.5	0.0	19.0	7.9	0.0	5.1			8.1		
Cycle Q Clear(g_c), s	5.9	6.5	0.0	19.0	7.9	0.0	5.1			8.1		
Prop In Lane	1.00		0.00	1.00		0.00	1.00			1.00		
Lane Grp Cap(c), veh/h	242	2261	0	673	2859	0	296			314		
V/C Ratio(X)	0.74	0.21	0.00	0.87	0.36	0.00	0.53			0.78		
Avail Cap(c_a), veh/h	490	2261	0	1162	2859	0	587			604		
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	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		
Uniform Delay (d), s/veh	52.3	18.9	0.0	40.8	6.7	0.0	50.2			51.0		
Incr Delay (d2), s/veh	4.3	0.2	0.0	3.6	0.4	0.0	1.5			4.2		
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(50%),veh/ln	2.6	2.4	0.0	7.4	2.3	0.0	2.2			3.5		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.6	19.1	0.0	44.4	7.1	0.0	51.6			55.2		
LnGrp LOS	E	B		D	A		D			E		
Approach Vol, veh/h		645			1622							
Approach Delay, s/veh		29.5			20.5							
Approach LOS		C			C							
Timer - Assigned Phs	1		3	4	5		7	8				
Phs Duration (G+Y+Rc), s	22.1		33.3	59.6	22.1		19.6	73.4				
Change Period (Y+Rc), s	11.4		10.4	7.4	12.0		11.3	* 7.4				
Max Green Setting (Gmax), s	20.6		39.6	25.6	20.0		16.7	* 48				
Max Q Clear Time (g_c+I1), s	10.1		21.0	8.5	7.1		7.9	9.9				
Green Ext Time (p_c), s	0.6		2.0	2.6	0.4		0.3	8.1				

Intersection Summary		
HCM 7th Control Delay, s/veh		27.7
HCM 7th LOS		C

Notes
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.
























US 50 E Carson Street 2050 Build AM
Timing Plan: AM Peak

2: Lompa Lane & US 50 E
HCM 7th Signalized Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	730	95	20	1550	70	190	35	25	35	35	120
Future Volume (veh/h)	40	730	95	20	1550	70	190	35	25	35	35	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	43	785	0	22	1667	75	211	39	28	39	39	133
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	7	5	5	5	5	5	5	5	5	5
Cap, veh/h	417	2707		38	2116	95	235	235	168	331	86	294
Arrive On Green	0.49	1.00	0.00	0.02	0.34	0.34	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1711	4904	1522	1739	6207	279	1184	988	710	1303	363	1239
Grp Volume(v), veh/h	43	785	0	22	1265	477	211	0	67	39	0	172
Grp Sat Flow(s),veh/h/ln	1711	1635	1522	1739	1570	1776	1184	0	1698	1303	0	1603
Q Serve(g_s), s	1.6	0.0	0.0	1.4	27.8	27.8	16.8	0.0	3.6	2.8	0.0	10.5
Cycle Q Clear(g_c), s	1.6	0.0	0.0	1.4	27.8	27.8	27.3	0.0	3.6	6.4	0.0	10.5
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.42	1.00		0.77
Lane Grp Cap(c), veh/h	417	2707		38	1606	605	235	0	403	331	0	380
V/C Ratio(X)	0.10	0.29		0.58	0.79	0.79	0.90	0.00	0.17	0.12	0.00	0.45
Avail Cap(c_a), veh/h	417	2707		287	1606	605	235	0	403	331	0	380
HCM Platoon Ratio	2.00	2.00	2.00	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	22.7	0.0	0.0	55.7	34.2	34.2	50.6	0.0	34.8	37.4	0.0	37.5
Incr Delay (d2), s/veh	0.0	0.3	0.0	5.0	4.0	10.0	32.2	0.0	0.1	0.1	0.0	0.5
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	0.6	0.1	0.0	0.7	10.7	13.1	8.2	0.0	1.5	0.9	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.8	0.3	0.0	60.7	38.1	44.2	82.9	0.0	34.9	37.4	0.0	37.9
LnGrp LOS	C	A		E	D	D	F		C	D		D
Approach Vol, veh/h		828			1764			278				211
Approach Delay, s/veh		1.4			40.1			71.3				37.8
Approach LOS		A			D			E				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		35.0	9.5	70.5		35.0	35.0	45.0				
Change Period (Y+Rc), s		7.7	7.0	* 7		7.7	7.0	5.8				
Max Green Setting (Gmax), s		27.3	19.0	* 48		27.3	28.0	39.2				
Max Q Clear Time (g_c+I1), s		29.3	3.4	2.0		12.5	3.6	29.8				
Green Ext Time (p_c), s		0.0	0.0	4.6		0.6	0.0	5.9				
Intersection Summary												
HCM 7th Control Delay, s/veh			32.3									
HCM 7th LOS			C									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

US 50 E Carson Street 2050 Build AM
Timing Plan: AM Peak

3: Airport Rd & US 50 E
HCM 7th Signalized Intersection Summary

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	645	95	25	1305	65	185	90	25	35	75	150
Future Volume (veh/h)	55	645	95	25	1305	65	185	90	25	35	75	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	61	717	106	28	1450	72	206	100	28	39	83	167
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	77	1595	711	49	1526	681	228	130	36	214	158	134
Arrive On Green	0.04	0.46	0.46	0.03	0.44	0.44	0.13	0.09	0.09	0.12	0.09	0.09
Sat Flow, veh/h	1739	3469	1547	1739	3469	1547	1739	1372	384	1739	1826	1547
Grp Volume(v), veh/h	61	717	106	28	1450	72	206	0	128	39	83	167
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1739	1735	1547	1739	0	1757	1739	1826	1547
Q Serve(g_s), s	3.1	12.7	1.8	1.4	36.2	1.3	10.5	0.0	6.4	1.8	3.9	6.0
Cycle Q Clear(g_c), s	3.1	12.7	1.8	1.4	36.2	1.3	10.5	0.0	6.4	1.8	3.9	6.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	77	1595	711	49	1526	681	228	0	166	214	158	134
V/C Ratio(X)	0.79	0.45	0.15	0.58	0.95	0.11	0.90	0.00	0.77	0.18	0.52	1.25
Avail Cap(c_a), veh/h	97	1595	711	112	1526	681	228	0	250	214	158	134
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	1.00	1.00
Uniform Delay (d), s/veh	42.6	16.6	3.7	43.2	24.3	4.3	38.5	0.0	39.8	35.4	39.3	24.4
Incr Delay (d2), s/veh	22.4	0.9	0.4	3.9	13.9	0.3	34.1	0.0	3.6	0.1	1.6	158.0
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	1.8	4.7	1.2	0.6	16.0	0.8	6.5	0.0	2.9	0.8	1.8	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.0	17.5	4.1	47.2	38.1	4.7	72.6	0.0	43.4	35.5	40.9	182.4
LnGrp LOS	E	B	A	D	D	A	E		D	D	D	F
Approach Vol, veh/h		884			1550			334			289	
Approach Delay, s/veh		19.1			36.8			61.4			122.0	
Approach LOS		B			D			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.3	15.7	9.8	47.2	18.0	15.0	11.6	45.4				
Change Period (Y+Rc), s	* 6.2	7.2	7.3	5.8	* 6.2	* 7.2	7.6	5.8				
Max Green Setting (Gmax), s	* 6.3	12.8	5.8	38.6	* 12	* 7.8	5.0	39.1				
Max Q Clear Time (g_c+I1), s	3.8	8.4	3.4	14.7	12.5	8.0	5.1	38.2				
Green Ext Time (p_c), s	0.0	0.1	0.0	3.5	0.0	0.0	0.0	0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh			42.4									
HCM 7th LOS			D									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	685	1360	15	10	35
Future Vol, veh/h	20	685	1360	15	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	380	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	22	761	1511	17	11	39

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1528	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.2	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.25	-	-
Pot Cap-1 Maneuver	418	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	418	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.4	0	23.25
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	418	-	-	-	247
HCM Lane V/C Ratio	0.053	-	-	-	0.203
HCM Ctrl Dly (s/v)	14.1	-	-	-	23.2
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.7

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑↑	
Traffic Vol, veh/h	660	30	20	0	35	10
Future Vol, veh/h	660	30	20	0	35	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	733	33	22	0	39	11

























Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	767	0	794
Stage 1	-	-	-	-	750
Stage 2	-	-	-	-	44
Critical Hdwy	-	-	4.2	-	6.9
Critical Hdwy Stg 1	-	-	-	-	5.9
Critical Hdwy Stg 2	-	-	-	-	5.9
Follow-up Hdwy	-	-	2.25	-	3.55
Pot Cap-1 Maneuver	-	-	823	-	319
Stage 1	-	-	-	-	420
Stage 2	-	-	-	-	964
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	823	-	310
Mov Cap-2 Maneuver	-	-	-	-	368
Stage 1	-	-	-	-	420
Stage 2	-	-	-	-	938

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	9.49	15.18
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	404	-	-	823	-
HCM Lane V/C Ratio	0.124	-	-	0.027	-
HCM Ctrl Dly (s/v)	15.2	-	-	9.5	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

US 50 E Carson Street 2050 Build AM
Timing Plan: AM Peak

6: Fairview Drive & US 50 E
HCM 7th Signalized Intersection Summary

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	570	50	410	1135	370	150	210	235	185	115	70
Future Volume (veh/h)	55	570	50	410	1135	370	150	210	235	185	115	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	61	633	0	456	1261	0	167	233	0	206	128	78
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	314	1241		521	1246		225	278		222	187	107
Arrive On Green	0.18	0.36	0.00	0.15	0.36	0.00	0.13	0.15	0.00	0.07	0.09	0.09
Sat Flow, veh/h	1739	3469	1547	3374	3469	1547	1739	1826	1547	3374	2125	1216
Grp Volume(v), veh/h	61	633	0	456	1261	0	167	233	0	206	103	103
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1687	1735	1547	1739	1826	1547	1687	1735	1607
Q Serve(g_s), s	3.1	15.1	0.0	13.9	37.7	0.0	9.7	13.0	0.0	6.4	6.0	6.6
Cycle Q Clear(g_c), s	3.1	15.1	0.0	13.9	37.7	0.0	9.7	13.0	0.0	6.4	6.0	6.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.76
Lane Grp Cap(c), veh/h	314	1241		521	1246		225	278		222	153	142
V/C Ratio(X)	0.19	0.51		0.88	1.01		0.74	0.84		0.93	0.67	0.73
Avail Cap(c_a), veh/h	314	1241		569	1246		308	522		222	307	285
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	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	26.5	0.0	43.4	33.7	0.0	44.0	43.2	0.0	48.8	46.4	46.6
Incr Delay (d2), s/veh	0.3	1.5	0.0	13.5	28.6	0.0	6.2	6.6	0.0	41.3	5.1	6.9
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	1.3	6.1	0.0	6.5	19.7	0.0	4.5	6.2	0.0	3.9	2.8	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.8	28.0	0.0	56.9	62.2	0.0	50.3	49.8	0.0	90.1	51.5	53.6
LnGrp LOS	D	C		E	F		D	D		F	D	D
Approach Vol, veh/h		694			1717			400			412	
Approach Delay, s/veh		28.8			60.8			50.0			71.3	
Approach LOS		C			E			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	21.2	24.9	45.9	19.7	14.6	27.3	43.5				
Change Period (Y+Rc), s	6.1	* 5.2	* 8.7	* 8.3	6.1	* 5.3	8.3	5.8				
Max Green Setting (Gmax), s	6.9	* 30	* 18	* 25	18.6	* 19	5.0	37.7				
Max Q Clear Time (g_c+I1), s	8.4	15.0	15.9	17.1	11.7	8.6	5.1	39.7				
Green Ext Time (p_c), s	0.0	1.0	0.3	2.3	0.2	0.7	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			53.9									
HCM 7th LOS			D									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↔	↔↔		↔	
Traffic Vol, veh/h	10	0	1940	30	10	40
Future Vol, veh/h	10	0	1940	30	10	40
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	11	0	2086	32	11	43



















Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2118	0	-	0	2124 1059
Stage 1	-	-	-	-	2102 -
Stage 2	-	-	-	-	22 -
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	234	-	-	-	44 224
Stage 1	-	-	-	-	82 -
Stage 2	-	-	-	-	1004 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	234	-	-	-	42 224
Mov Cap-2 Maneuver	-	-	-	-	70 -
Stage 1	-	-	-	-	78 -
Stage 2	-	-	-	-	1004 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	21.13	0	39.93
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	234	-	-	-	155
HCM Lane V/C Ratio	0.046	-	-	-	0.346
HCM Ctrl Dly (s/v)	21.1	0	-	-	39.9
HCM Lane LOS	C	A	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	1.4

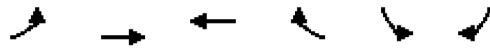
US 50 E Carson Street 2050 Build AM
Timing Plan: AM Peak

8: Empire Ranch Road & US 50 E
HCM Signalized Intersection Capacity Analysis

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1010	15	10	0	10	25	0	10	0	0	35
Future Volume (vph)	0	1010	15	10	0	10	25	0	10	0	0	35
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0		4.0			4.0
Lane Util. Factor		0.95		1.00	0.95		1.00		1.00			1.00
Frt		1.00		1.00	0.85		1.00		0.85			0.87
Flt Protected		1.00		0.95	1.00		0.95		1.00			1.00
Satd. Flow (prot)		3430		1719	2922		1719		1538			1565
Flt Permitted		1.00		0.95	1.00		0.95		1.00			1.00
Satd. Flow (perm)		3430		1719	2922		1719		1538			1565
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1122	17	11	0	11	28	0	11	0	0	39
RTOR Reduction (vph)	0	1	0	0	11	0	0	0	11	0	0	39
Lane Group Flow (vph)	0	1138	0	11	0	0	28	0	0	0	0	0
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Turn Type		NA		Prot	NA		Prot		custom			custom
Protected Phases		2		1			3					
Permitted Phases												
Actuated Green, G (s)		49.6		1.1	0.0		2.8		0.0			0.0
Effective Green, g (s)		49.6		1.1	0.0		2.8		0.0			0.0
Actuated g/C Ratio		0.76		0.02	0.00		0.04		0.00			0.00
Clearance Time (s)		4.0		4.0			4.0					
Vehicle Extension (s)		3.0		3.0			3.0					
Lane Grp Cap (vph)		2597		28	0		73		0			0
v/s Ratio Prot		c0.33		c0.01			c0.02					
v/s Ratio Perm												
v/c Ratio		0.44		0.39	0.00		0.38		0.00			0.00
Uniform Delay, d1		2.9		31.9	32.8		30.5		32.8			32.8
Progression Factor		1.00		1.00	1.00		1.00		1.00			1.00
Incremental Delay, d2		0.5		8.9	0.0		3.3		0.0			0.0
Delay (s)		3.4		40.7	32.8		33.8		32.8			32.8
Level of Service		A		D	C		C		C			C
Approach Delay (s/veh)		3.4			36.7			33.5			32.8	
Approach LOS		A			D			C			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			5.9				HCM 2000 Level of Service		A			
HCM 2000 Volume to Capacity ratio			0.43									
Actuated Cycle Length (s)			65.5				Sum of lost time (s)		12.0			
Intersection Capacity Utilization			38.4%				ICU Level of Service		A			
Analysis Period (min)			15									
c	Critical Lane Group											

US 50 E Carson Street 2050 Build AM
 Timing Plan: AM Peak























9: US 50 E & Nye Lane
 HCM Signalized Intersection Capacity Analysis















Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑↑	↑↑		↙	↗
Traffic Volume (vph)	70	0	2030	15	10	20
Future Volume (vph)	70	0	2030	15	10	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5		4.5	4.5
Lane Util. Factor	1.00		0.95		1.00	1.00
Frt	1.00		1.00		1.00	0.85
Flt Protected	0.95		1.00		0.95	1.00
Satd. Flow (prot)	1719		3434		1719	1538
Flt Permitted	0.95		1.00		0.95	1.00
Satd. Flow (perm)	1719		3434		1719	1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	78	0	2256	17	11	22
RTOR Reduction (vph)	0	0	0	0	0	18
Lane Group Flow (vph)	78	0	2273	0	11	4
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Turn Type	Prot		NA		Prot	Perm
Protected Phases	5		6		7	
Permitted Phases						7
Actuated Green, G (s)	5.8		64.6		16.1	16.1
Effective Green, g (s)	5.8		64.6		16.1	16.1
Actuated g/C Ratio	0.06		0.65		0.16	0.16
Clearance Time (s)	4.5		4.5		4.5	4.5
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	99		2218		276	247
v/s Ratio Prot	c0.05		c0.66		c0.01	
v/s Ratio Perm						0.00
v/c Ratio	0.79		1.02		0.04	0.01
Uniform Delay, d1	46.5		17.7		35.4	35.3
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	32.8		25.7		0.3	0.1
Delay (s)	79.3		43.4		35.7	35.4
Level of Service	E		D		D	D
Approach Delay (s/veh)		79.3	43.4		35.5	
Approach LOS		E	D		D	
Intersection Summary						
HCM 2000 Control Delay (s/veh)			44.4		HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.82			
Actuated Cycle Length (s)			100.0		Sum of lost time (s)	13.5
Intersection Capacity Utilization			68.6%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

US 50 E Carson Street 2050 Build AM
Timing Plan: AM Peak

10: N Deer Run Rd/Arrowhead Drive & US 50 E
HCM 7th Signalized Intersection Summary

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	850	150	20	2045	285	40	15	10	45	10	10
Future Volume (veh/h)	25	850	150	20	2045	285	40	15	10	45	10	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	28	944	167	22	2272	0	44	17	11	50	11	11
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	50	2218	989	42	2222		180	77	50	166	136	115
Arrive On Green	0.03	0.64	0.64	0.02	0.64	0.00	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	1739	3469	1547	1739	3469	1547	1357	1035	670	1349	1826	1547
Grp Volume(v), veh/h	28	944	167	22	2272	0	44	0	28	50	11	11
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1739	1735	1547	1357	0	1705	1349	1826	1547
Q Serve(g_s), s	1.3	11.2	3.6	1.0	53.2	0.0	2.6	0.0	1.3	3.0	0.5	0.6
Cycle Q Clear(g_c), s	1.3	11.2	3.6	1.0	53.2	0.0	3.1	0.0	1.3	4.3	0.5	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	50	2218	989	42	2222		180	0	127	166	136	115
V/C Ratio(X)	0.56	0.43	0.17	0.53	1.02		0.24	0.00	0.22	0.30	0.08	0.10
Avail Cap(c_a), veh/h	272	2243	1000	157	2222		692	0	770	675	824	699
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	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.8	7.4	6.1	40.1	14.9	0.0	37.2	0.0	36.2	38.2	35.8	35.8
Incr Delay (d2), s/veh	3.7	0.0	0.0	3.8	25.0	0.0	0.3	0.0	0.3	0.4	0.1	0.1
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	0.6	2.8	0.8	0.5	21.0	0.0	0.9	0.0	0.5	1.0	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.5	7.5	6.1	43.9	39.9	0.0	37.5	0.0	36.5	38.6	35.9	36.0
LnGrp LOS	D	A	A	D	F		D		D	D	D	D
Approach Vol, veh/h		1139			2294			72				72
Approach Delay, s/veh		8.2			40.0			37.1				37.8
Approach LOS		A			D			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		13.7	9.5	59.9		13.7	9.4	60.0				
Change Period (Y+Rc), s		7.5	7.5	* 6.8		7.5	7.0	6.8				
Max Green Setting (Gmax), s		37.5	7.5	* 54		37.5	13.0	53.2				
Max Q Clear Time (g_c+I1), s		5.1	3.0	13.2		6.3	3.3	55.2				
Green Ext Time (p_c), s		0.1	0.0	4.2		0.1	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			29.7									
HCM 7th LOS			C									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.												

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	910	30	10	0
Future Volume (vph)	10	10	910	30	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	
Frt	1.00	0.85	1.00	0.85	1.00	
Flt Protected	0.95	1.00	1.00	1.00	0.95	
Satd. Flow (prot)	1719	1538	4940	1538	1719	
Flt Permitted	0.95	1.00	1.00	1.00	0.95	
Satd. Flow (perm)	1719	1538	4940	1538	1719	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	11	11	1022	34	11	0
RTOR Reduction (vph)	0	11	0	11	0	0
Lane Group Flow (vph)	11	0	1022	23	11	0
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Turn Type	Prot	Perm	NA	Perm	Prot	
Protected Phases	8		2		1	
Permitted Phases		8		2		
Actuated Green, G (s)	1.2	1.2	31.0	31.0	0.7	
Effective Green, g (s)	1.2	1.2	31.0	31.0	0.7	
Actuated g/C Ratio	0.03	0.03	0.69	0.69	0.02	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	45	41	3410	1061	26	
v/s Ratio Prot	c0.01		c0.21		c0.01	
v/s Ratio Perm		0.00		0.02		
v/c Ratio	0.24	0.01	0.30	0.02	0.42	
Uniform Delay, d1	21.4	21.3	2.7	2.2	21.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.8	0.1	0.2	0.0	10.7	
Delay (s)	24.2	21.3	2.9	2.2	32.6	
Level of Service	C	C	A	A	C	
Approach Delay (s/veh)	22.8		2.9		32.6	
Approach LOS	C		A		C	
Intersection Summary						
HCM 2000 Control Delay (s/veh)			3.6		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.30			
Actuated Cycle Length (s)			44.9		Sum of lost time (s)	12.0
Intersection Capacity Utilization			27.6%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑	↑		↑
Traffic Vol, veh/h	0	940	2460	10	0	35
Future Vol, veh/h	0	940	2460	10	0	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	-	-	-	260	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	1093	2860	12	0	41

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 1430
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 7
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.35
Pot Cap-1 Maneuver	0	-	- 0 120
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 120
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	49.42
HCM LOS			E

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	120
HCM Lane V/C Ratio	-	-	-	0.338
HCM Ctrl Dly (s/v)	-	-	-	49.4
HCM Lane LOS	-	-	-	E
HCM 95th %tile Q(veh)	-	-	-	1.3



























US 50 E Carson Street 2050 Build AM
Timing Plan: AM Peak

14: Highlands Drive/Red Rock Road & US 50 E
HCM 7th Signalized Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	870	20	10	2305	0	105	0	20	10	0	85
Future Volume (veh/h)	35	870	20	10	2305	0	105	0	20	10	0	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	39	967	22	11	2561	0	117	0	22	11	0	94
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	103	2280	1017	394	2280	0	330	0	354	398	0	354
Arrive On Green	0.66	0.66	0.66	0.66	0.66	0.00	0.23	0.00	0.23	0.23	0.00	0.23
Sat Flow, veh/h	121	3469	1547	556	3561	0	1271	0	1547	1357	0	1547
Grp Volume(v), veh/h	39	967	22	11	2561	0	117	0	22	11	0	94
Grp Sat Flow(s),veh/h/ln	121	1735	1547	556	1735	0	1271	0	1547	1357	0	1547
Q Serve(g_s), s	0.0	9.3	0.3	0.7	46.0	0.0	5.8	0.0	0.8	0.4	0.0	3.5
Cycle Q Clear(g_c), s	46.0	9.3	0.3	9.9	46.0	0.0	9.3	0.0	0.8	1.2	0.0	3.5
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	103	2280	1017	394	2280	0	330	0	354	398	0	354
V/C Ratio(X)	0.38	0.42	0.02	0.03	1.12	0.00	0.35	0.00	0.06	0.03	0.00	0.27
Avail Cap(c_a), veh/h	103	2280	1017	394	2280	0	330	0	354	398	0	354
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	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.0	5.7	4.2	8.1	12.0	0.0	26.0	0.0	21.1	21.6	0.0	22.2
Incr Delay (d2), s/veh	2.3	0.1	0.0	0.0	62.0	0.0	3.0	0.0	0.3	0.0	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	0.7	2.1	0.1	0.1	29.9	0.0	2.0	0.0	0.3	0.1	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.3	5.8	4.2	8.1	74.0	0.0	29.0	0.0	21.5	21.6	0.0	22.6
LnGrp LOS	D	A	A	A	F		C		C	C		C
Approach Vol, veh/h		1028			2572			139				105
Approach Delay, s/veh		7.0			73.7			27.8				22.5
Approach LOS		A			E			C				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.0		50.0		20.0		50.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		46.0		16.0		46.0				
Max Q Clear Time (g_c+I1), s		11.3		48.0		5.5		48.0				
Green Ext Time (p_c), s		0.2		0.0		0.3		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				52.8								
HCM 7th LOS				D								



























US 50 Corridor Study 2050 Build PM
Timing Plan: PM Peak

1: I-580 Ramps & US 50 E
HCM 7th Signalized Intersection Summary

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 			 		
Traffic Volume (veh/h)	255	940	0	375	750	0	185	0	0	415	0	0
Future Volume (veh/h)	255	940	0	375	750	0	185	0	0	415	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	0	1826	1826	0	1826	0	0	1826	0	0
Adj Flow Rate, veh/h	283	1044	0	417	833	0	206	0	0	461	0	0
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, %	5	5	0	5	5	0	5	0	0	5	0	0
Cap, veh/h	344	2358	0	478	2556	0	519	0	0	534	0	0
Arrive On Green	0.10	0.47	0.00	0.28	1.00	0.00	0.15	0.00	0.00	0.16	0.00	0.00
Sat Flow, veh/h	3374	5149	0	3374	5149	0	3374	206		3374	461	
Grp Volume(v), veh/h	283	1044	0	417	833	0	206	50.1		461	59.9	
Grp Sat Flow(s),veh/h/ln	1687	1662	0	1687	1662	0	1687	D		1687	E	
Q Serve(g_s), s	10.7	18.1	0.0	15.3	0.0	0.0	7.2			17.3		
Cycle Q Clear(g_c), s	10.7	18.1	0.0	15.3	0.0	0.0	7.2			17.3		
Prop In Lane	1.00		0.00	1.00		0.00	1.00			1.00		
Lane Grp Cap(c), veh/h	344	2358	0	478	2556	0	519			534		
V/C Ratio(X)	0.82	0.44	0.00	0.87	0.33	0.00	0.40			0.86		
Avail Cap(c_a), veh/h	527	2358	0	734	2556	0	779			794		
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	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		
Uniform Delay (d), s/veh	57.2	22.8	0.0	45.5	0.0	0.0	49.6			53.3		
Incr Delay (d2), s/veh	6.2	0.6	0.0	7.4	0.3	0.0	0.5			6.6		
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(50%),veh/ln	4.8	6.9	0.0	5.8	0.1	0.0	3.0			7.7		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.4	23.4	0.0	52.8	0.3	0.0	50.1			59.9		
LnGrp LOS	E	C		D	A		D			E		
Approach Vol, veh/h		1327			1250							
Approach Delay, s/veh		32.0			17.9							
Approach LOS		C			B							
Timer - Assigned Phs	1		3	4	5		7	8				
Phs Duration (G+Y+Rc), s	32.0		29.1	68.9	32.0		24.0	74.1				
Change Period (Y+Rc), s	11.4		10.7	7.4	12.0		10.7	* 7.4				
Max Green Setting (Gmax), s	30.6		28.3	41.6	30.0		20.3	* 50				
Max Q Clear Time (g_c+I1), s	19.3		17.3	20.1	9.2		12.7	2.0				
Green Ext Time (p_c), s	1.3		1.1	7.0	0.6		0.6	6.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			31.6									
HCM 7th LOS			C									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												
























US 50 Corridor Study 2050 Build PM
Timing Plan: PM Peak

2: Lompa Lane & US 50 E
HCM 7th Signalized Intersection Summary

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (veh/h)	100	1530	240	30	1265	80	150	35	30	90	40	80
Future Volume (veh/h)	100	1530	240	30	1265	80	150	35	30	90	40	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	111	1700	0	33	1406	89	167	39	33	100	44	89
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	360	2932		47	2536	160	242	202	171	297	119	241
Arrive On Green	0.41	1.00	0.00	0.03	0.42	0.42	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1739	4985	1547	1739	6083	384	1227	914	773	1297	539	1090
Grp Volume(v), veh/h	111	1700	0	33	1088	407	167	0	72	100	0	133
Grp Sat Flow(s),veh/h/ln	1739	1662	1547	1739	1570	1757	1227	0	1687	1297	0	1630
Q Serve(g_s), s	5.6	0.0	0.0	2.4	22.8	22.8	17.4	0.0	4.5	8.8	0.0	9.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0	2.4	22.8	22.8	26.4	0.0	4.5	13.4	0.0	9.0
Prop In Lane	1.00		1.00	1.00		0.22	1.00		0.46	1.00		0.67
Lane Grp Cap(c), veh/h	360	2932		47	1964	732	242	0	373	297	0	360
V/C Ratio(X)	0.31	0.58		0.71	0.55	0.56	0.69	0.00	0.19	0.34	0.00	0.37
Avail Cap(c_a), veh/h	360	2932		254	1964	732	313	0	471	372	0	455
HCM Platoon Ratio	2.00	2.00	2.00	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	31.8	0.0	0.0	62.8	28.7	28.8	54.1	0.0	41.2	46.6	0.0	42.9
Incr Delay (d2), s/veh	0.2	0.8	0.0	7.2	1.1	3.0	2.9	0.0	0.1	0.4	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	2.2	0.2	0.0	1.2	8.5	9.9	5.5	0.0	1.9	2.9	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.0	0.8	0.0	69.9	29.9	31.8	57.0	0.0	41.3	47.0	0.0	43.3
LnGrp LOS	C	A		E	C	C	E		D	D		D
Approach Vol, veh/h		1811			1528			239			233	
Approach Delay, s/veh		2.8			31.2			52.3			44.9	
Approach LOS		A			C			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		36.4	10.5	83.1		36.4	33.6	60.0				
Change Period (Y+Rc), s		7.7	7.0	* 6.6		7.7	6.6	* 5.8				
Max Green Setting (Gmax), s		36.3	19.0	* 54		36.3	19.4	* 54				
Max Q Clear Time (g_c+I1), s		28.4	4.4	2.0		15.4	7.6	24.8				
Green Ext Time (p_c), s		0.4	0.0	14.1		0.7	0.1	9.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			19.9									
HCM 7th LOS			B									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

US 50 Corridor Study 2050 Build PM
Timing Plan: PM Peak

3: Airport Rd & US 50 E
HCM 7th Signalized Intersection Summary

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	1290	215	40	1065	65	180	150	40	110	160	135
Future Volume (veh/h)	145	1290	215	40	1065	65	180	150	40	110	160	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	161	1433	239	44	1183	72	200	167	44	122	178	150
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	476	1634	729	387	1457	650	210	184	48	151	179	152
Arrive On Green	0.27	0.47	0.47	0.22	0.42	0.42	0.12	0.13	0.13	0.09	0.10	0.10
Sat Flow, veh/h	1739	3469	1547	1739	3469	1547	1739	1393	367	1739	1826	1547
Grp Volume(v), veh/h	161	1433	239	44	1183	72	200	0	211	122	178	150
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1739	1735	1547	1739	0	1760	1739	1826	1547
Q Serve(g_s), s	7.4	37.2	9.7	2.0	30.0	2.8	11.4	0.0	11.8	6.9	9.7	9.7
Cycle Q Clear(g_c), s	7.4	37.2	9.7	2.0	30.0	2.8	11.4	0.0	11.8	6.9	9.7	9.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	476	1634	729	387	1457	650	210	0	232	151	179	152
V/C Ratio(X)	0.34	0.88	0.33	0.11	0.81	0.11	0.95	0.00	0.91	0.81	0.99	0.99
Avail Cap(c_a), veh/h	476	1634	729	387	1457	650	210	0	232	151	179	152
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	1.00	1.00
Uniform Delay (d), s/veh	29.1	23.8	16.5	31.0	25.5	17.6	43.7	0.0	42.8	44.8	45.1	45.0
Incr Delay (d2), s/veh	0.2	7.0	1.2	0.0	5.0	0.3	47.6	0.0	34.7	24.8	65.6	69.6
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	15.2	3.4	0.8	12.3	1.0	7.6	0.0	7.3	4.0	7.6	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.2	30.8	17.7	31.0	30.6	18.0	91.3	0.0	77.5	69.7	110.7	114.6
LnGrp LOS	C	C	B	C	C	B	F		E	E	F	F
Approach Vol, veh/h		1833			1299			411			450	
Approach Delay, s/veh		29.0			29.9			84.2			100.9	
Approach LOS		C			C			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.9	20.4	29.9	52.9	18.3	17.0	35.0	47.8				
Change Period (Y+Rc), s	* 6.2	7.2	7.6	* 5.8	* 6.2	* 7.2	7.6	5.8				
Max Green Setting (Gmax), s	* 8.2	13.2	5.0	* 47	* 12	* 9.8	9.8	42.0				
Max Q Clear Time (g_c+I1), s	8.9	13.8	4.0	39.2	13.4	11.7	9.4	32.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	4.7	0.0	0.0	0.0	4.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			43.1									
HCM 7th LOS			D									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	1410	1145	10	10	25
Future Vol, veh/h	30	1410	1145	10	10	25
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	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	33	1567	1272	11	11	28

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1283	0	-	0	2128 642
Stage 1	-	-	-	-	1278 -
Stage 2	-	-	-	-	850 -
Critical Hdwy	4.2	-	-	-	6.9 7
Critical Hdwy Stg 1	-	-	-	-	5.9 -
Critical Hdwy Stg 2	-	-	-	-	5.9 -
Follow-up Hdwy	2.25	-	-	-	3.55 3.35
Pot Cap-1 Maneuver	521	-	-	-	41 410
Stage 1	-	-	-	-	220 -
Stage 2	-	-	-	-	372 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	521	-	-	-	38 410
Mov Cap-2 Maneuver	-	-	-	-	137 -
Stage 1	-	-	-	-	206 -
Stage 2	-	-	-	-	372 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.26	0	21.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	521	-	-	-	261
HCM Lane V/C Ratio	0.064	-	-	-	0.149
HCM Ctrl Dly (s/v)	12.4	-	-	-	21.2
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑↑	
Traffic Vol, veh/h	1310	105	10	0	50	20
Future Vol, veh/h	1310	105	10	0	50	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	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1456	117	11	0	56	22

























Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1572	0	1536
Stage 1	-	-	-	-	1514
Stage 2	-	-	-	-	22
Critical Hdwy	-	-	4.2	-	6.9
Critical Hdwy Stg 1	-	-	-	-	5.9
Critical Hdwy Stg 2	-	-	-	-	5.9
Follow-up Hdwy	-	-	2.25	-	3.55
Pot Cap-1 Maneuver	-	-	401	-	104
Stage 1	-	-	-	-	163
Stage 2	-	-	-	-	989
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	401	-	101
Mov Cap-2 Maneuver	-	-	-	-	145
Stage 1	-	-	-	-	163
Stage 2	-	-	-	-	961

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	14.22	41.86
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	173	-	-	401	-
HCM Lane V/C Ratio	0.45	-	-	0.028	-
HCM Ctrl Dly (s/v)	41.9	-	-	14.2	-
HCM Lane LOS	E	-	-	B	-
HCM 95th %tile Q(veh)	2.1	-	-	0.1	-

US 50 Corridor Study 2050 Build PM
Timing Plan: PM Peak

6: Fairview Drive/College St. & US 50 E
HCM 7th Signalized Intersection Summary

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	1135	120	385	900	235	175	225	605	525	215	40
Future Volume (veh/h)	75	1135	120	385	900	235	175	225	605	525	215	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	83	1261	0	428	1000	0	194	250	0	583	239	44
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	284	1115		694	1263		342	283		493	303	55
Arrive On Green	0.16	0.32	0.00	0.21	0.36	0.00	0.20	0.15	0.00	0.15	0.10	0.10
Sat Flow, veh/h	1739	3469	1547	3374	3469	1547	1739	1826	1547	3374	2933	532
Grp Volume(v), veh/h	83	1261	0	428	1000	0	194	250	0	583	140	143
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1687	1735	1547	1739	1826	1547	1687	1735	1730
Q Serve(g_s), s	6.3	48.2	0.0	17.3	38.6	0.0	15.1	20.1	0.0	21.9	11.8	12.1
Cycle Q Clear(g_c), s	6.3	48.2	0.0	17.3	38.6	0.0	15.1	20.1	0.0	21.9	11.8	12.1
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	284	1115		694	1263		342	283		493	179	179
V/C Ratio(X)	0.29	1.13		0.62	0.79		0.57	0.88		1.18	0.78	0.80
Avail Cap(c_a), veh/h	284	1115		694	1263		342	460		493	377	376
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	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.2	50.9	0.0	54.2	42.6	0.0	54.5	62.1	0.0	64.1	65.6	65.7
Incr Delay (d2), s/veh	0.6	70.7	0.0	1.6	5.1	0.0	2.2	11.3	0.0	101.8	7.2	8.0
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	2.8	31.2	0.0	7.4	17.0	0.0	6.8	10.1	0.0	16.3	5.5	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.7	121.6	0.0	55.8	47.8	0.0	56.6	73.4	0.0	165.8	72.8	73.8
LnGrp LOS	E	F		E	D		E	E		F	E	E
Approach Vol, veh/h		1344			1428			444			866	
Approach Delay, s/veh		117.5			50.2			66.1			135.6	
Approach LOS		F			D			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.0	28.4	39.6	54.0	35.6	20.8	33.2	60.4				
Change Period (Y+Rc), s	6.1	* 5.2	8.7	* 5.8	6.1	* 5.3	8.7	* 5.8				
Max Green Setting (Gmax), s	21.9	* 38	16.3	* 48	27.4	* 33	10.3	* 55				
Max Q Clear Time (g_c+I1), s	23.9	22.1	19.3	50.2	17.1	14.1	8.3	40.6				
Green Ext Time (p_c), s	0.0	1.1	0.0	0.0	0.4	1.4	0.0	5.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			92.2									
HCM 7th LOS			F									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↔	↔↔		↔	
Traffic Vol, veh/h	25	0	1550	20	10	25
Future Vol, veh/h	25	0	1550	20	10	25
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	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	28	0	1722	22	11	28













Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1744	0	-	0	1789 872
Stage 1	-	-	-	-	1733 -
Stage 2	-	-	-	-	56 -
Critical Hdwy	4.2	-	-	-	6.9 7
Critical Hdwy Stg 1	-	-	-	-	5.9 -
Critical Hdwy Stg 2	-	-	-	-	5.9 -
Follow-up Hdwy	2.25	-	-	-	3.55 3.35
Pot Cap-1 Maneuver	343	-	-	-	70 288
Stage 1	-	-	-	-	124 -
Stage 2	-	-	-	-	951 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	343	-	-	-	64 288
Mov Cap-2 Maneuver	-	-	-	-	101 -
Stage 1	-	-	-	-	114 -
Stage 2	-	-	-	-	951 -

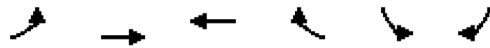
Approach	EB	WB	SB
HCM Ctrl Dly, s/v	16.41	0	28.98
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	343	-	-	-	189
HCM Lane V/C Ratio	0.081	-	-	-	0.206
HCM Ctrl Dly (s/v)	16.4	0	-	-	29
HCM Lane LOS	C	A	-	-	D
HCM 95th %tile Q(veh)	0.3	-	-	-	0.7

US 50 Corridor Study 2050 Build PM
Timing Plan: PM Peak

8: Empire Ranch Road & US 50 E
HCM Signalized Intersection Capacity Analysis

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↑↑		↖	↑↑		↖		↗			↗	
Traffic Volume (vph)	0	2275	30	25	0	15	25	0	15	0	0	75	
Future Volume (vph)	0	2275	30	25	0	15	25	0	15	0	0	75	
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		4.0		4.0	4.0		4.0		4.0			4.0	
Lane Util. Factor		0.95		1.00	0.95		1.00		1.00			1.00	
Frt		1.00		1.00	0.85		1.00		0.85			0.87	
Flt Protected		1.00		0.95	1.00		0.95		1.00			1.00	
Satd. Flow (prot)		3431		1719	2922		1719		1538			1565	
Flt Permitted		1.00		0.95	1.00		0.95		1.00			1.00	
Satd. Flow (perm)		3431		1719	2922		1719		1538			1565	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	0	2528	33	28	0	17	28	0	17	0	0	83	
RTOR Reduction (vph)	0	1	0	0	17	0	0	0	17	0	0	83	
Lane Group Flow (vph)	0	2560	0	28	0	0	28	0	0	0	0	0	
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	
Turn Type		NA		Prot	NA		Prot		custom			custom	
Protected Phases		2		1			3						
Permitted Phases													
Actuated Green, G (s)		68.7		3.0	0.0		3.0		0.0			0.0	
Effective Green, g (s)		68.7		3.0	0.0		3.0		0.0			0.0	
Actuated g/C Ratio		0.79		0.03	0.00		0.03		0.00			0.00	
Clearance Time (s)		4.0		4.0			4.0						
Vehicle Extension (s)		3.0		3.0			3.0						
Lane Grp Cap (vph)		2718		59	0		59		0			0	
v/s Ratio Prot		c0.75		c0.02			c0.02						
v/s Ratio Perm													
v/c Ratio		0.94		0.47	0.00		0.47		0.00			0.00	
Uniform Delay, d1		7.4		41.1	43.4		41.1		43.4			43.4	
Progression Factor		1.00		1.00	1.00		1.00		1.00			1.00	
Incremental Delay, d2		8.2		5.9	0.0		5.9		0.0			0.0	
Delay (s)		15.6		47.0	43.4		47.0		43.4			43.4	
Level of Service		B		D	D		D		D			D	
Approach Delay (s/veh)		15.6			45.6			45.6				43.4	
Approach LOS		B			D			D				D	
Intersection Summary													
HCM 2000 Control Delay (s/veh)			17.4									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.90										
Actuated Cycle Length (s)			86.7									Sum of lost time (s)	12.0
Intersection Capacity Utilization			73.8%									ICU Level of Service	D
Analysis Period (min)			15										
c Critical Lane Group													






































Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑↑	↑↑		↙	↗
Traffic Volume (vph)	20	0	1565	35	15	45
Future Volume (vph)	20	0	1565	35	15	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5		4.5	4.5
Lane Util. Factor	1.00		0.95		1.00	1.00
Frt	1.00		1.00		1.00	0.85
Flt Protected	0.95		1.00		0.95	1.00
Satd. Flow (prot)	1719		3427		1719	1538
Flt Permitted	0.95		1.00		0.95	1.00
Satd. Flow (perm)	1719		3427		1719	1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	22	0	1739	39	17	50
RTOR Reduction (vph)	0	0	2	0	0	47
Lane Group Flow (vph)	22	0	1776	0	17	3
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Turn Type	Prot		NA		Prot	Perm
Protected Phases	5		6		7	
Permitted Phases						7
Actuated Green, G (s)	2.0		38.6		3.3	3.3
Effective Green, g (s)	2.0		38.6		3.3	3.3
Actuated g/C Ratio	0.03		0.67		0.06	0.06
Clearance Time (s)	4.5		4.5		4.5	4.5
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	59		2304		98	88
v/s Ratio Prot	c0.01		c0.52		c0.01	
v/s Ratio Perm						0.00
v/c Ratio	0.37		0.77		0.17	0.03
Uniform Delay, d1	27.1		6.4		25.8	25.5
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	3.9		1.7		0.8	0.2
Delay (s)	31.0		8.0		26.6	25.7
Level of Service	C		A		C	C
Approach Delay (s/veh)		31.0	8.0		25.9	
Approach LOS		C	A		C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	57.4	Sum of lost time (s)	13.5
Intersection Capacity Utilization	55.2%	ICU Level of Service	B
Analysis Period (min)	15		
c	Critical Lane Group		

US 50 Corridor Study 2050 Build PM
Timing Plan: PM Peak

10: N Deer Run Rd/Arrowhead Drive & US 50 E
HCM 7th Signalized Intersection Summary

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	2365	60	20	1455	45	165	20	65	330	15	15
Future Volume (veh/h)	15	2365	60	20	1455	45	165	20	65	330	15	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	17	2628	67	22	1617	0	183	22	72	367	17	17
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	32	1613	719	38	1640		489	122	399	421	593	502
Arrive On Green	0.02	0.46	0.46	0.02	0.47	0.00	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1739	3469	1547	1739	3469	1547	1342	376	1229	1271	1826	1547
Grp Volume(v), veh/h	17	2628	67	22	1617	0	183	0	94	367	17	17
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1739	1735	1547	1342	0	1605	1271	1826	1547
Q Serve(g_s), s	1.1	53.7	2.8	1.4	53.2	0.0	12.4	0.0	4.9	32.6	0.7	0.9
Cycle Q Clear(g_c), s	1.1	53.7	2.8	1.4	53.2	0.0	13.2	0.0	4.9	37.5	0.7	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.77	1.00		1.00
Lane Grp Cap(c), veh/h	32	1613	719	38	1640		489	0	521	421	593	502
V/C Ratio(X)	0.54	1.63	0.09	0.58	0.99		0.37	0.00	0.18	0.87	0.03	0.03
Avail Cap(c_a), veh/h	196	1613	719	113	1640		489	0	521	421	593	502
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	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.2	30.9	17.3	56.0	30.1	0.0	31.1	0.0	28.0	41.8	26.6	26.6
Incr Delay (d2), s/veh	5.2	286.3	0.0	5.0	18.8	0.0	0.2	0.0	0.1	17.0	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	0.5	84.0	0.9	0.7	23.8	0.0	4.1	0.0	1.9	12.5	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.4	317.2	17.3	61.0	48.9	0.0	31.3	0.0	28.1	58.8	26.6	26.7
LnGrp LOS	E	F	B	E	D		C		C	E	C	C
Approach Vol, veh/h		2712			1639			277			401	
Approach Delay, s/veh		308.2			49.0			30.2			56.0	
Approach LOS		F			D			C			E	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		45.0	10.0	60.5		45.0	9.1	61.4				
Change Period (Y+Rc), s		7.5	7.5	* 6.8		7.5	7.0	6.8				
Max Green Setting (Gmax), s		37.5	7.5	* 54		37.5	13.0	53.2				
Max Q Clear Time (g_c+I1), s		15.2	3.4	55.7		39.5	3.1	55.2				
Green Ext Time (p_c), s		0.6	0.0	0.0		0.0	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			188.3									
HCM 7th LOS			F									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.												

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	70	10	2820	55	10	0
Future Volume (vph)	70	10	2820	55	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	
Frt	1.00	0.85	1.00	0.85	1.00	
Flt Protected	0.95	1.00	1.00	1.00	0.95	
Satd. Flow (prot)	1719	1538	4940	1538	1719	
Flt Permitted	0.95	1.00	1.00	1.00	0.95	
Satd. Flow (perm)	1719	1538	4940	1538	1719	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	78	11	3133	61	11	0
RTOR Reduction (vph)	0	10	0	14	0	0
Lane Group Flow (vph)	78	1	3133	47	11	0
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Turn Type	Prot	Perm	NA	Perm	Prot	
Protected Phases	8		2		1	
Permitted Phases		8		2		
Actuated Green, G (s)	7.8	7.8	67.0	67.0	1.4	
Effective Green, g (s)	7.8	7.8	67.0	67.0	1.4	
Actuated g/C Ratio	0.09	0.09	0.76	0.76	0.02	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	152	136	3752	1168	27	
v/s Ratio Prot	c0.05		c0.63		c0.01	
v/s Ratio Perm		0.00		0.03		
v/c Ratio	0.51	0.01	0.84	0.04	0.41	
Uniform Delay, d1	38.4	36.7	7.0	2.6	43.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.9	0.0	2.4	0.1	9.7	
Delay (s)	41.3	36.7	9.3	2.7	52.7	
Level of Service	D	D	A	A	D	
Approach Delay (s/veh)	40.7		9.2		52.7	
Approach LOS	D		A		D	
Intersection Summary						
HCM 2000 Control Delay (s/veh)			10.2		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.79			
Actuated Cycle Length (s)			88.2		Sum of lost time (s)	12.0
Intersection Capacity Utilization			65.0%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑	↑		↑
Traffic Vol, veh/h	0	2830	1505	10	0	70
Future Vol, veh/h	0	2830	1505	10	0	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	260	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	3144	1672	11	0	78

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	836
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.35
Pot Cap-1 Maneuver	0	-	-	-	304
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	304
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	20.85
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	304
HCM Lane V/C Ratio	-	-	-	0.256
HCM Ctrl Dly (s/v)	-	-	-	20.8
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	1

US 50 Corridor Study 2050 Build PM
Timing Plan: PM Peak

14: Highlands Drive/Red Rock Road & US 50 E
HCM 7th Signalized Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	2675	105	30	1425	0	40	0	10	10	0	70
Future Volume (veh/h)	50	2675	105	30	1425	0	40	0	10	10	0	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	1826	1870	1870	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	2702	106	30	1439	0	40	0	10	11	0	76
Peak Hour Factor	0.92	0.99	0.99	0.99	0.99	0.92	0.99	0.92	0.99	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	2	2	0	0	0	0	0	0	0
Cap, veh/h	256	2280	1017	103	2335	0	359	0	368	422	0	368
Arrive On Green	0.66	0.66	0.66	0.66	0.66	0.00	0.23	0.00	0.23	0.23	0.00	0.23
Sat Flow, veh/h	362	3469	1547	96	3647	0	1344	0	1610	1427	0	1610
Grp Volume(v), veh/h	54	2702	106	30	1439	0	40	0	10	11	0	76
Grp Sat Flow(s),veh/h/ln	362	1735	1547	96	1777	0	1344	0	1610	1427	0	1610
Q Serve(g_s), s	7.1	46.0	1.8	0.0	16.3	0.0	1.7	0.0	0.3	0.4	0.0	2.7
Cycle Q Clear(g_c), s	23.4	46.0	1.8	46.0	16.3	0.0	4.4	0.0	0.3	0.8	0.0	2.7
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	256	2280	1017	103	2335	0	359	0	368	422	0	368
V/C Ratio(X)	0.21	1.19	0.10	0.29	0.62	0.00	0.11	0.00	0.03	0.03	0.00	0.21
Avail Cap(c_a), veh/h	256	2280	1017	103	2335	0	359	0	368	422	0	368
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	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.7	12.0	4.4	35.0	6.9	0.0	23.6	0.0	21.0	21.3	0.0	21.9
Incr Delay (d2), s/veh	0.4	88.1	0.0	1.5	0.5	0.0	0.6	0.0	0.1	0.1	0.0	1.3
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	0.5	38.2	0.4	0.5	3.9	0.0	0.6	0.0	0.1	0.1	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.1	100.1	4.5	36.5	7.4	0.0	24.3	0.0	21.1	21.4	0.0	23.1
LnGrp LOS	B	F	A	D	A		C		C	C		C
Approach Vol, veh/h		2862			1469			50				87
Approach Delay, s/veh		95.0			8.0			23.6				22.9
Approach LOS		F			A			C				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.0		50.0		20.0		50.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		46.0		16.0		46.0				
Max Q Clear Time (g_c+I1), s		6.4		48.0		4.7		48.0				
Green Ext Time (p_c), s		0.1		0.0		0.2		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			64.2									
HCM 7th LOS			E									

APPENDIX C: Survey & Responses



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.

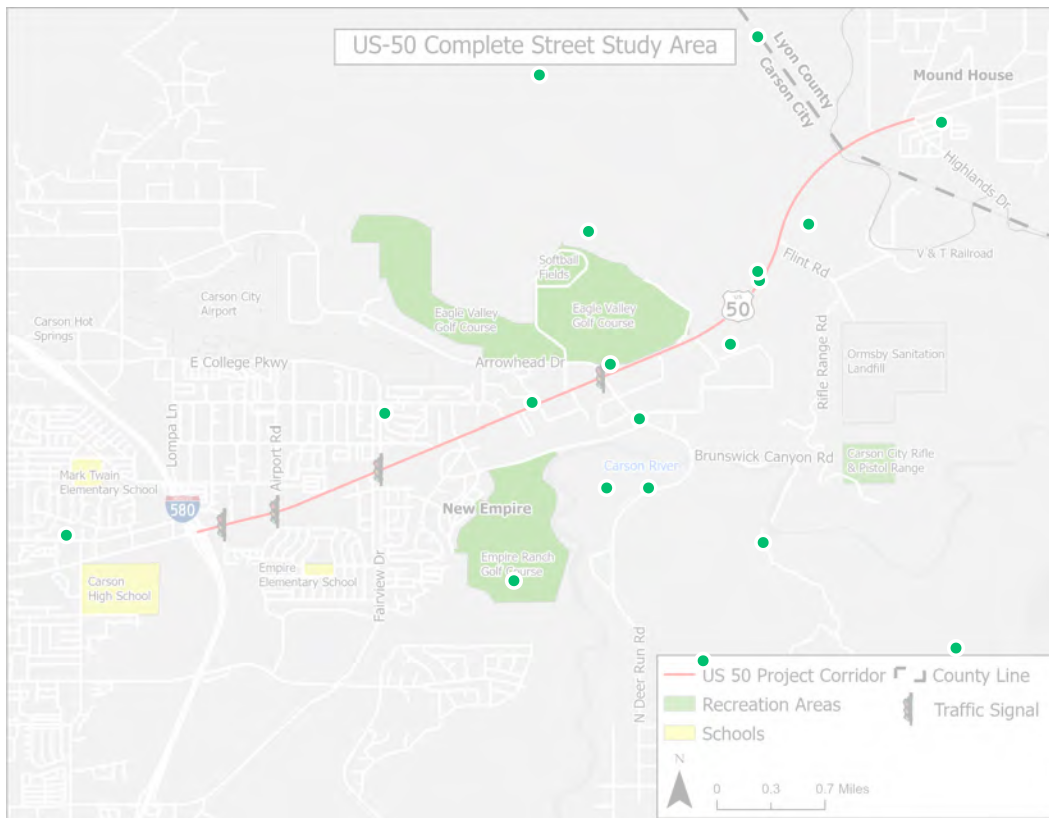
Date Received	Comment	Medium
12/1/2023	Our residence is on Empire Ranch Rd and we would like to have a traffic light at the intersection of 50/empire Ranch to accommodate both the residents and the post office. A side walk on both sides of 50 between Empire Ranch Road and both Fairview and college blvd. 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. That is only possible if no one is turning onto highlands from either direction. East bound turning vehicles block your view of oncoming traffic behind them, 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

<p>12/31/2023</p>	<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, 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. Richard Davis 215 Miriam Way Mound House NV. 89706-8246 rickdavis604@yahoo.com</p>	<p>Email</p>
<p>1/3/2024</p>	<p>I just received a phone call from Lynne Stillman, who resides in the Carson Highlands Mobile Home Park in Mound House. She heard about the US 50 Corridor Survey from her local news station! Perhaps they picked up the Carson Now article? Lynne does not have internet, so will not be filling out the survey. 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. 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. 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. 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>	<p>Phone Call</p>
<p>1/6/2024</p>	<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>	<p>Email</p>

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
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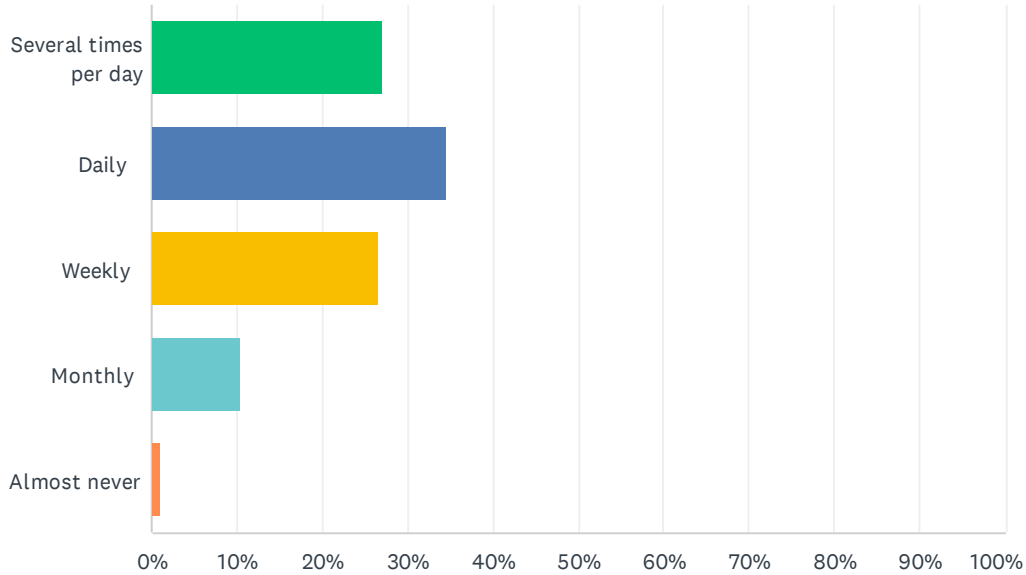
Q1 Study Area

Answered: 19 Skipped: 921



Q2 How often do you travel along the study area section of US 50? *Choose one

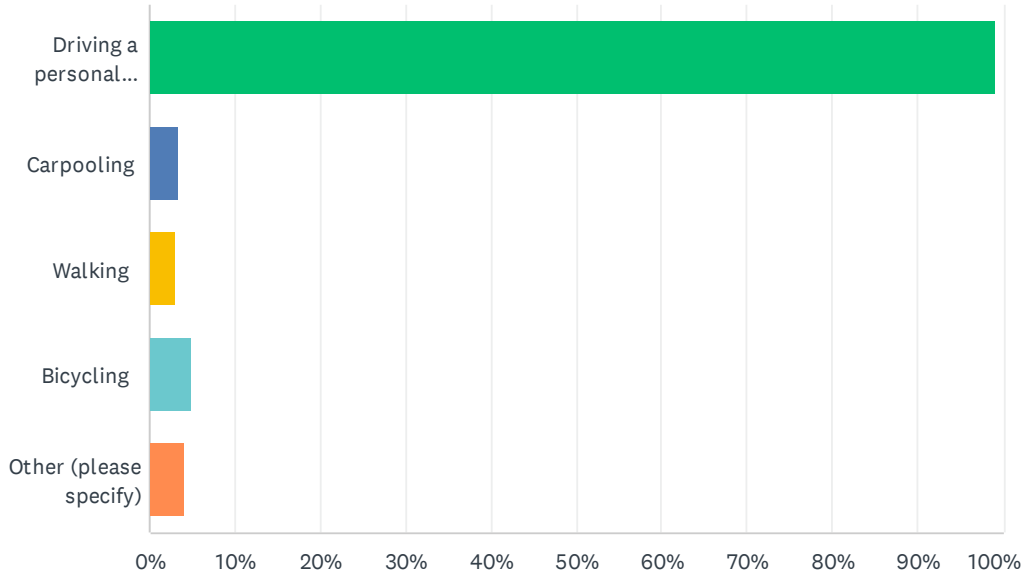
Answered: 939 Skipped: 1



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

Q3 When you travel along US 50, which mode(s) of transportation do you typically use? *Check all that apply

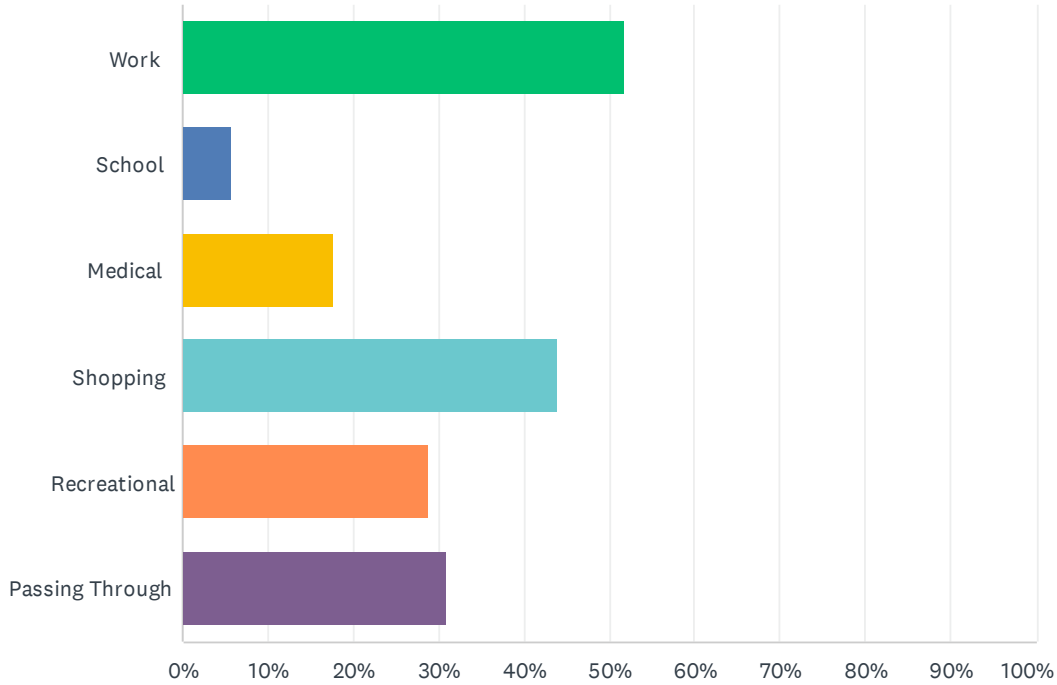
Answered: 923 Skipped: 17



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		

Q4 For which of the following trip purposes do you most often travel along the study area section of US 50? *Choose one

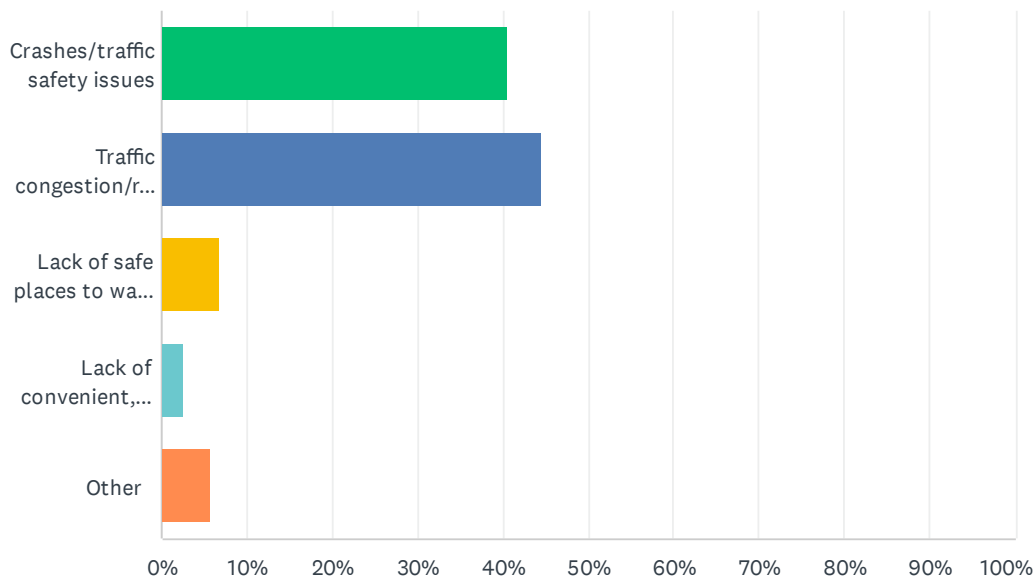
Answered: 938 Skipped: 2



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		

Q5 What do you think is currently the biggest problem on or along this section of US 50? *Choose one

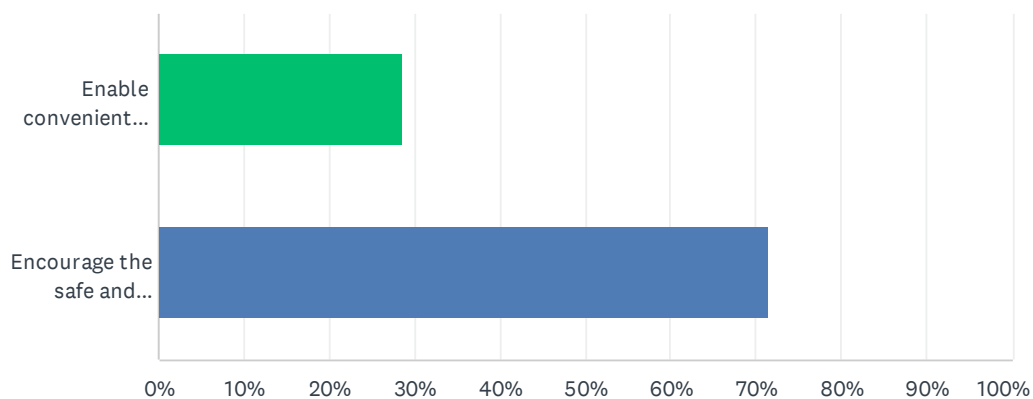
Answered: 932 Skipped: 8



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

Q6 Do you think it is more important for US 50 to:*

Answered: 932 Skipped: 8



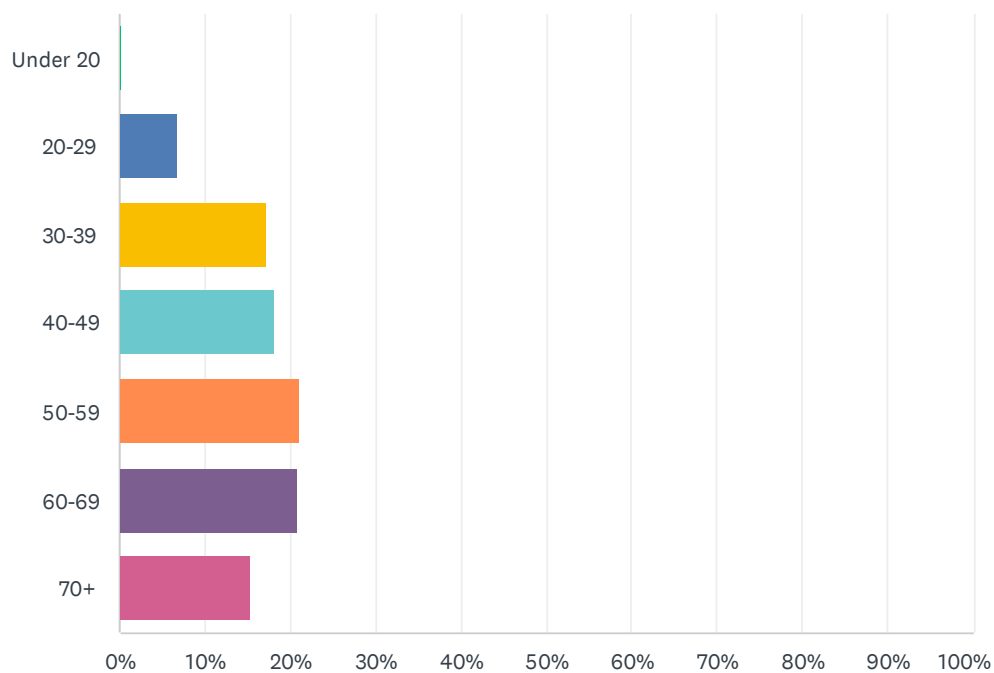
ANSWER CHOICES	RESPONSES
Enable convenient business access and encourage economic development by allowing frequent driveway access points OR	28.65% 267
Encourage the safe and efficient flow of traffic along US 50, with more of a focus on through travel	71.35% 665
TOTAL	932

Q7 What is your home zip code? Optional

Answered: 765 Skipped: 175

Q8 What is your age range? Optional

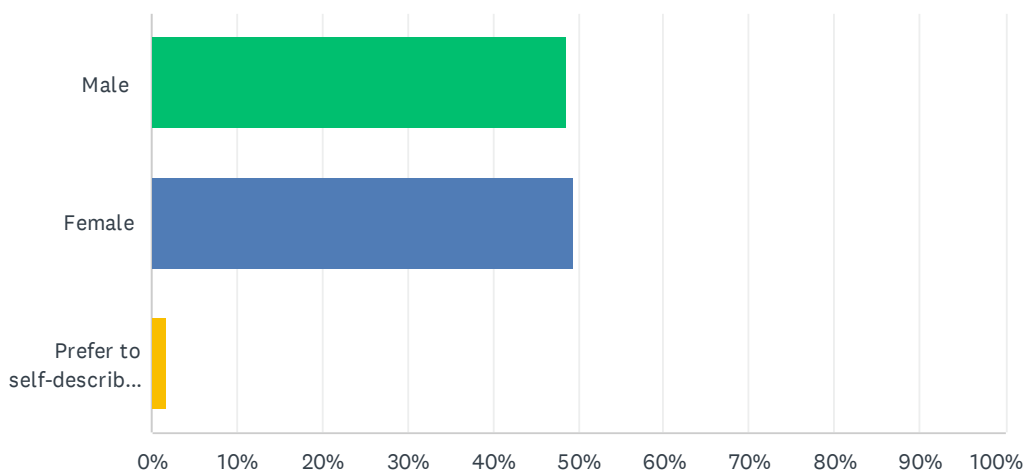
Answered: 854 Skipped: 86



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

Q9 Gender: How do you identify? Optional

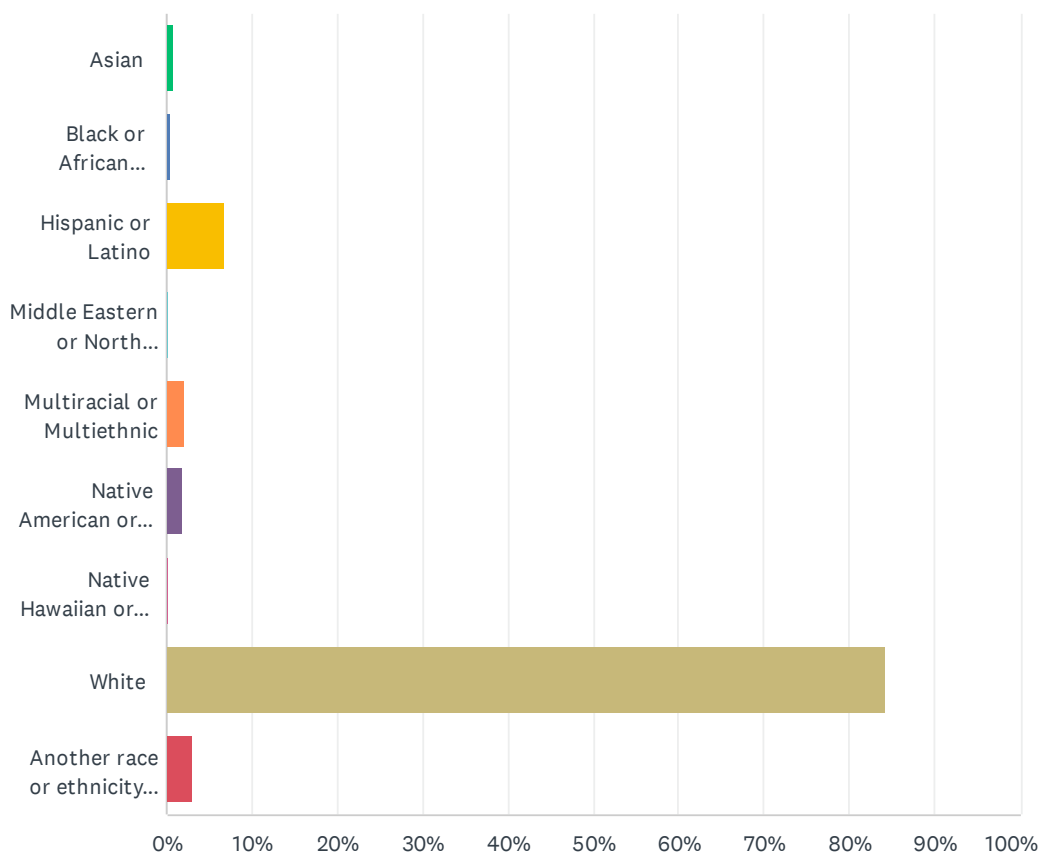
Answered: 819 Skipped: 121



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

Q10 What is your race or ethnicity? Optional

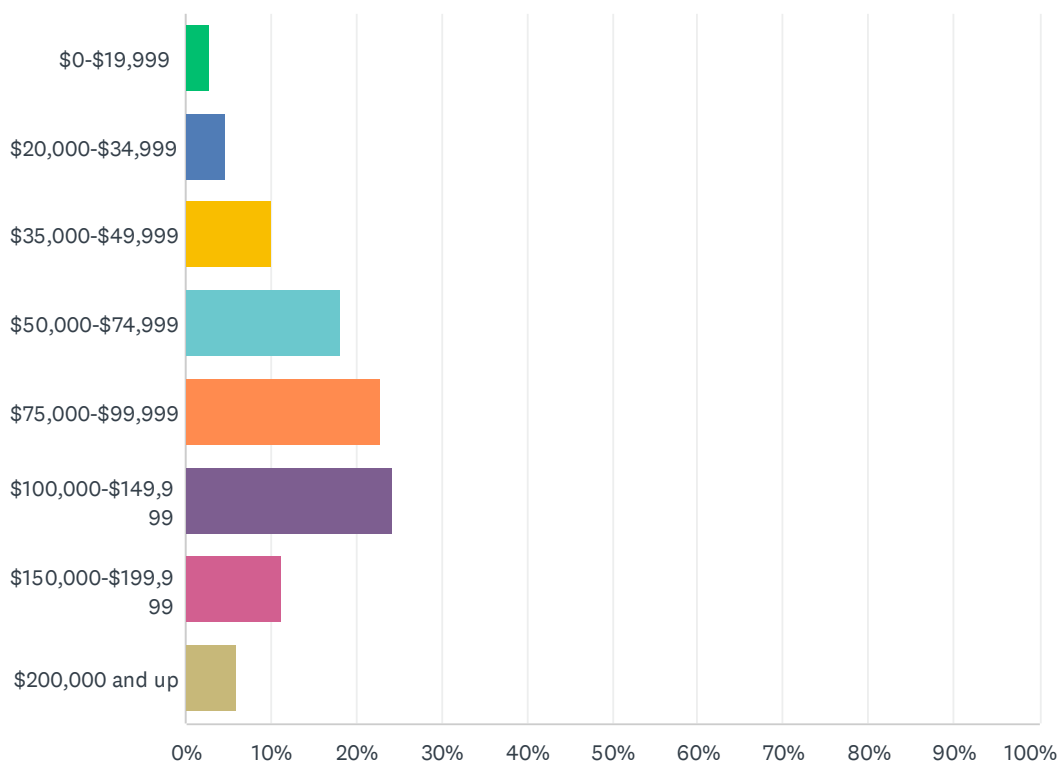
Answered: 754 Skipped: 186



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
TOTAL	754

Q11 What is your approximate average household income? Optional

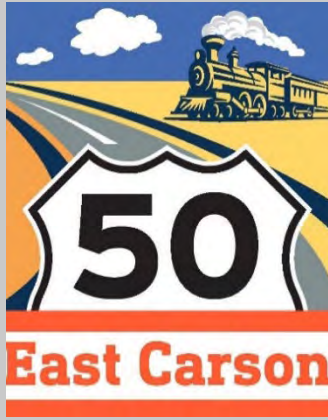
Answered: 709 Skipped: 231



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

APPENDIX D:
Press Release & Fact Sheet





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.

APPENDIX E: Environmental Resources



DATE: September 10, 2025
TO: Carson City Metropolitan Planning Organization
FROM: Parametrix
SUBJECT: Class I Desktop Review
CC:
PROJECT NUMBER: 434-8870-003
PROJECT NAME: US 50 East Carson Complete Streets Study

Parametrix is tasked to perform a Class I files search of the proposed US-50 East Carson Complete Streets Study Project area. The purpose of this review was to identify the presence of any Cultural Resources within the project corridor that may be impacted by potential project improvements.

On September 5, 2025, Parametrix personnel conducted an electronic site records search of the Nevada Cultural Resources Information System (NVCRIS) database and National Register of Historic Places (NRHP) listings to obtain information on all previously conducted surveys and previously recorded cultural resources located within one mile radius of the APE. The records search indicated that portions of the project area have been subject to cultural resource investigations in the past; however, these previous investigations do not cover the entire project area and are several years old. As such, additional investigation would be required to support National Historic Preservation Act Section 106 consultation with the State Historic Preservation Officer. The files search also indicated six previously documented cultural resources located within the project area. In addition to the NVCRIS files search, a review of tax assessor data indicates that up to 36 buildings adjacent to the project area are at least 50 years old and will also need to be considered during SHPO consultation on the project.

These resources should be considered as the project implemented and will need to be addressed as part of the SHPO consultation for the project. Additional details on the cultural resources and associated investigations is provided in the tables below.

Archaeological site locational information is confidential and for official use only—public disclosure of archaeological site locations is prohibited by 16 United States Code (USC) 470hh and 36 Code of Federal Regulations (CFR) 296.18

Previous Cultural Resource Investigations

No portions of the project area appear to have been comprehensively surveyed (**Table 1**). There are 27 reconnaissance surveys that intersect the project's direct APE, however, none of them are qualifying (**Table 1**).



Table 1. Previous archaeological inventories located within one mile radius of the APE.

SHPO Report No.	Lead Agency	Proponent	Project Name	Author	Date
10-103	Unavailable	Unavailable	Cultural Resources Report: District 2 Sr341 Betterment Between Mps Sr341-Ly-0.00 and 3.00 (Wo20727) (from NADB)	Petersen, F.	1983
10-133	BLM Carson City	Unavailable	Cultural Resources Report Field Worksheet: James Macres Access Road Right-Of-Way (N-21066): Cr Report #: 3-270(N) (from NADB)	Beals, Gary W.	1979
10-134	BLM Carson City	Unavailable	Cultural Resources Report Field Worksheet: Mazy Access Road N-20345: Cr Report #: 3-274 (N) (from NADB)	Beals, Gary W.	1979
10-158	BLM Carson City	Unavailable	Cultural Resources Report Format/Field Worksheet: Landfill-Sewage Treatment Area to Be Constructed (from NADB)	Armentrout, Lynda L.	1985
10-224	BLM Carson City	Unavailable	BLM Cultural Resources Report: James Fondren Right-of-Way, N-47440, Access Road, Lyon County, Nevada	Boykin, P.A.	1990
10-237	BLM Carson City	Unavailable	BLM Nevada Cultural Resources Inventory Negative Report: N-56092 Right-of-Way for Alternative Access to Proposed Subdivision on Private Land, Lyon County, Nevada	Waski, M.	1992
10-253	BLM Carson City	Unavailable	BLM Cultural Resources isolate Inventory Report: Winters Land Exchange, Lyon County, Nevada	Waski, M.	1994
10-261	BLM Carson City	Unavailable	BLM Cultural Resources Inventory Negative Report: Carson Highlands Estates Drainage Structures, Lyon County, Nevada	Kihm, C.J.	1995
10-272	BLM Carson City	Unavailable	BLM Nevada Cultural Resources Inventory Negative Report: Mound House Septic System Amendment, Lyon County, Nevada	Kihm, C.J.	1997
10-37	Unavailable	Unavailable	Unavailable	Unavailable	0
10-46	Unavailable	Unavailable	Cultural Resources Report on Right of Way: U.S. 50 Dist. II Betterment W.O. 20727 (from NADB)	Soper, D. L. and L. Steinberg	1980
10-49	BLM Carson City	Unavailable	Cultural Resources Report: Private Material Pit Near Moundhouse (from NADB)	Stearns, Steven	1982
10-56	BLM Carson City	Unavailable	Cultural Resources Report: A Plan of Operation for an Open Pit Mine, Mill Site and Stockpiling Area Was Submitted by International Tungsten and Minerals, Inc.: Cr Report No.: 3-845(P)	Armentrout, Lynda L.	1983
13-108	Unavailable	Unavailable	Unavailable	Unavailable	0



SHPO Report No.	Lead Agency	Proponent	Project Name	Author	Date
13-119	BLM Carson City	Unavailable	Class 111 CR Inv of 43 Acres for the Carson City Biomass Storage and Processing Center; Northrup, J	Northrup, J	2003
13-13	Unavailable	Unavailable	Archaeological Resources Short Report: Carson City Treatment Plant Expansion Project - Reconnaissance (Project #13-13, Contract NAS #234-C) (from NADB)	Seelinger, Evelyn	1977
13-17	BLM Carson City	Unavailable	Cultural Resources Report: N-13249, Airport Lease - Ben Parker Company: Cr Report #3-129(N) (from NADB)	Hatoff, Brian W.	1977
13-18	BLM Carson City	Unavailable	Cr Report No.: BLM 3-147(N): Bureau Motion Classification (Nevada State Highway Department Hanger Sites) (from NADB)	Hatoff, Brian W.	1977
13-2	Unavailable	Unavailable	Nevada State Museum: Carson Sewer Reconnaissance	Unavailable	0
13-20	Unavailable	Unavailable	Inventory and Assessment of Historical Landmarks and Structures Encountered by the Proposed U.S. 395 Carson City Bypass Corridors (from NADB)	Steinberg, Larry Seth and Paula A. Sutton	1978
13-22-2	BLM Carson City	Unavailable	Carson City Comprehensive Water Plan: Prelim. Arch. Investigation of Lands Available for Irrigation on the Darling Ranch Pipeline Corridor, Darling Ranch to the Reservoir Site, Car	Kuffner, C.S. and K. Wallof	1983
13-26	BLM Carson City	Unavailable	Cultural Resources Report Field Worksheet: Model Airplane Landing Strip - Tup 030-213: Cr Report #: 3-272 (N) (from NADB)	Beals, Gary W.	1979
13-34	BLM Carson City	Unavailable	Cultural Resources Report: R&PP, N-18722 Rifle Range: Cr Report #: 3-401(N) (from NADB)	Hatoff, Brian W.	1980
13-44	BLM Carson City	Unavailable	Cultural Resources Report Format/Field Worksheet: (N-41041) Proposed Tank Site, Water Transmission Line, Alternate Route and Access Road for Carson City: Cr Report No.:3-944(N) (from N	Hatoff, Brian W.	1984
13-47	Unavailable	Unavailable	Cultural Resources Short Report: The Archaeological Reconnaissance of a Parcel Between Airport and Edmonds Roads, East of Carson City, Nevada (from NADB)	Zeier, Charles D.	1985
13-48	Unavailable	Unavailable	An Intensive Archaeological Survey of a Proposed Arrowhead Drive Extension and Golf Course Expansion Carson City, Nevada	Stornetta, S.	1984



SHPO Report No.	Lead Agency	Proponent	Project Name	Author	Date
13-5	BLM Carson City	Unavailable	Archaeological Survey: Proposed Zlokovitch Mineral Sale: Cr Report No.: BLM 3-29(P) (from NADB)	Dunbar, Helene R.	1976
1350	FHWA	V&T RR commission	Virginia & Truckee Railroad Reconstruction Project	Zeier	2007
13-51	BLM Carson City	Unavailable	BLM Sultural Resources Report: R&PP for Carson City Regional Park Expansion and Eagle Valley Golf Course Expansion	Hatoff, B.W.	1986
13-53	BLM Carson City	Unavailable	BLM Cultural Resources Report: Aerial Transmission Line, Sierra Pacific Co.	Boykin, P.	1986
13-55	BLM Carson City	Unavailable	BLM Cultural Resources Report: Right-of-Way Sierra Pacific Co. 24.9 kV Powerline	Boykin, P.	1987
13-57	BLM Carson City	Unavailable	NDOT Cultural Resources Report: Two Material Pits of Use on US 50, from 1.4 miles West of the Carson City/Lyon county Line to SR 341	Moore, J.	1987
13-6	BLM Carson City	Unavailable	Archaeological Survey: Proposed Mineral-Material Sale to Eagle Valley Construction Company (from NADB)	Dunbar, Helene R.	1976
13-62	BLM Carson City	Unavailable	BLM Cultural Resources Report: R/W for Sewer Line to Proposed Carson City Senior Center	Hatoff, B.W.	1989
13-65	Unavailable	Unavailable	Preliminary Archaeological Investigation of the Proposed Carson City Sewer Pipeline Corridor from Edmonds Drive to Morgan Mill Road, Carson City, Nevada	Kuffner, C.	1983
13-7	Unavailable	Unavailable	Report of Field Investigations: State Public Works Projects (from NADB)	Dansie, Amy	1976
13-72	Unavailable	Unavailable	An Archaeological Evaluation of the NDOT U.S. 395 Bypass and Graves Lane Extension Rights-of-way, Carson City, Nevada	Ingbar, E.E.	1993
13-76	BLM Carson City	Unavailable	N56551. Carson City Landfill Site	Waski, M.J.	1993
13-87	Unavailable	Unavailable	A Class III Inventory of Historic Properties Located in Three Parcels Near the Mexican Ditch, Carson City, Nevada	Zeier, C. D.	1995
18-144	BLM Battle Mountain	Unavailable	Cultural Resources Report: US 50 Overlay. E.A. 71069: Ndot-095-81C (from NADB)	Moore, J.	1981
18-252	Unavailable	Unavailable	Cultural Resources Survey of Southwest Gas Corporation Gas Transmission Mains in Carson City, Storey and Lyon Counties, Nevada for Lumos & Associates (from NADB)	Johnson, Frank W.	1988



SHPO Report No.	Lead Agency	Proponent	Project Name	Author	Date
18-262	BLM Winnemucca	Unavailable	Class III Cultural Resources Inventory Along the Proposed AT&T Optic Facility Corridor Across Northern Nevada	Hemphill, Martha L.	1988
18-276	BLM Carson City	Unavailable	Unavailable	Susan Stornetta , Margaret Hangan	1990
18-56	BLM Carson City	Unavailable	Cultural Resources Report Field Worksheet: N-1701, Right-Of-Way, Southwest Gas Corporation: Cr Report #: 3-169(N) (from NADB)	Ruhstaller, Tod	1977
18-87	Unavailable	Unavailable	Unavailable	Unavailable	0
19744	BLM Carson City	NV Energy	A Class III Cultural Resources Inventory for the NV Energy Brunswick to Buckeye Transmission Line Right-of-Way Renewal, Carson City and Douglas Counties, Nevada	Branch, Sarah E. and Sean E. McMurry	2012
22182	City of Carson City	City of Carson City	A Class III Cultural Resource Inventory of a 100 Acre Parcel Associated with the Proposed Carson City Disc Gold Course near Flint Drive, Carson City	Drews, Michael	
24060	Unavailable	HUD	Project Review Information and Project Description for the Carson Nursing and Rehabilitation Center	Marth, Judith	
24233	USACE	Lompa Ranch East Hills LLC	A Class III Cultural Resource Inventory for the Lompa Ranch East Hills Project a Portion of APN 010-014-67, Carson City	Drews, Michael	2018
25993	FAA	Carson City Airport	Cultural Resources Inventory of Fence Improvements at the Carson City Aripport, Carson City, Nevada	Younie, Ashlee; McMuarry, Sean	
28448	FAA	Carson City Airport	Cultural Inventory and Visual Assessment for the Carson City Airport Automated Weather Observation Station Relocation and Snow Removal Equipment Building Project, and Installation of Precision Approach Path Indicator and Medium Approach Flashing Light Sy	Hoskins, Andrew	2021
29192	FAA	Coffman Associates, Inc.	Cultural Inventory and Visual Assessment for the Carson City Airport Automated Weather Observation Station Relocation and Snow Removal Equipment Building Project, and Installation of Precision Approach Path Indicator and Medium Approach Flashing Light Sy	Hoskins, A.	2021
30312	BLM Carson City	Unavailable	Flint Drive Water Tank and Pipeline; Kihm C	Kihm C	2003
30367	BLM Carson City	Unavailable	Mound House Water Tank and Pipeline Segments	Waski, P	2002



SHPO Report No.	Lead Agency	Proponent	Project Name	Author	Date
30373	BLM Carson City	Unavailable	Denton Water Line	Drews, M	2002
30380	BLM Carson City	Unavailable	Access Road Right of Way N-57421	Waski, Peggy	2001
30383	BLM Carson City	Unavailable	Denton Access Road	Kihm, Charles	2000
30401	BLM Carson City	Unavailable	CR Survey of the 2003 Paiute Expansion Project Hwy 50 Replacement and Hwy 95A Loop	Kautz, R	2003
30406	BLM Carson City	Unavailable	Moundhouse Highlands Fuels Treatment Project	McCabe, S	2003
30813	Unavailable	Unavailable	Final Report on Cultural Resources for the Paiute Pipeline Expansion II Project North Tahoe, South Tahoe, and Incline Village Loops	Adkins, R. et al	1999
3190	FHWA	FHWA	Virginia and Truckee Railway Reconstruction Project Phase 3, Lyon and Carson City Counties, Nevada Cultural Resources Inventory Report	Zeier, Charles D.	2009
3-2123	BLM Carson City	Unavailable	A Cultural Resources Survey of the 2003 Paiute Expansion Project Highway 50 Replacement and Highway 95A Loop, Lyon County, Nevada	Kautz, Robert R.	2003
34417	FEMA	NDEM/Carson City Public Works Department	Cultural Resource Inventory of 3645 Butti Way, Carson City, Nevada	Spidell, J., K. Wiggins	2023
34445	BLM	Carson City	Cultural Resources Inventory Report - Plateau Subdivision Project	Rathbone, S.	2023
34714	BLM	City of Carson City	Ambrose Open Space Project	Rathbone, S., J. Hall	2023
35869	FAA	Coffman Associates, Inc	Cultural Resources Inventory for the Carson City Airport Runway Shoulder Improvement Project, Carson City, Nevada	Hoskins, A.	2024
3823	BLM CC Field Office	Geo-Nevada Inc.	A Class III Cultural Resource Inventory of the Geo-Nevada Spring Valley Mine, Lyon County, Nevada	Lane, Elizabeth	2008
4123	US ACE	Carson City Parks and Recreation	River Access Enhancement and Trails Improvement Project Along the South Side of Morgan Mill Road	Drews, Michael	2009
4660	BLM CC Field Office	BLM and FHA	Virginia and Truckee Railway Reconstruction Project, Interim Station and Balloon Track, Carson City County, Nevada Cultural Resources Inventory Report	Zeier, Charles; Drews, Mike and Jeremy Hall	2010



SHPO Report No.	Lead Agency	Proponent	Project Name	Author	Date
4783	BLM CC Field Office	BLM CC Field Office	A Cultural Resources Inventory Survey for a Water Pipeline between Carson City and Dayton, Nevada	Hutchins, James	2008
4786	BLM CC Field Office	BLM CC Field Office	A Class III Inventory of the proposed water pipeline route for Vidler Water Company, Inc.	Hutchins, Jim	2008
505	Army	JBR Environmental Consultants	Cultural Resources Inventory of Carson City, Nevada, Corporate Yard Hydraulic Improvements	Simons, Dwight; Kimball, Monique; and Robert Kautz	2006
5428	FHWA	BLM CC Field Office	Virginia & Truckee Railway Reconstruction Project Halfway House (Or308/Ly918) and Emigrant Trail (CrNV03-1411) Data Recovery Report	Drews, Michael P.;	2009
5930	BLM CC Field Office	Public Works	Addendum to A Cultural Resources Survey of Carson City, Nevada, Corporate Yard Hydraulic Improvements	Risse, Danielle	2010
6494	FHWA	NDOT	Cultural Resources Inventory for the Moffat Safe School Zone Project, Carson City, Nevada	Kimball, Monique; Risse, Danielle and Barbi Malinky Harmon	2010
6621	BLM Carson City	Unavailable	A Supplemental Class III Cultural Resource Inventory Associated with the V&T Eastgate Station Lands Disposal, Carson City, Nevada	Drews, Michael	2010
6622	Unavailable	Unavailable	A Class III Cultural Resource Inventory for the Proposed Robinson Street Waterline Between Saliman Road and Butti Drive, Carson City, Nevada	Drews, Michael	2009
8107	BLM Carson City Fiel	BLM Carson City Field Office	The Mound House US Hwy 50 Access Road	McCabe, Allen	0
8131	BLM Carson City Fiel	Farr West Engineering	A Cultural Resources Inventory for the Mound House Water Pipeline, Carson City and Lyon County, Nevada	Simons, Dwight D. and Robert R. Kautz	0
8137	BLM Carson City Fiel	BLM Carson City Field Office	Right of Way for an Existing Road in Mound House, Nevada	Nelson, Kenneth	0
8446	BLM Carson City Fiel	BLM Carson City Field Office	Cultural Resource Inventory for the Carson City Shooting Range Fuels Reduction Project	Lane, Elizabeth	0
9246	NDOT	NDOT	The Hells Bells Road Pedestrian Safe Route to Schools Project	Slaughter, Suzan F.	2013
9265	FHWA	NDOT, Carson City	A Class I Archaeological Inventory and Historic Architecture Assessment for the Proposed East 5th Street Bike & Pedestrian Improvements Project in Carson City, Carson City County, Nevada	Slaughter, Suzan R.	2013



SHPO Report No.	Lead Agency	Proponent	Project Name	Author	Date
NDOT CC00-042P	Unavailable	Unavailable	Unavailable	Unavailable	0
NDOT CC99-005P	Unavailable	Unavailable	Unavailable	Unavailable	0
NSM 13-120	Unavailable	Unavailable	Unavailable	Unavailable	0
505	Unavailable	JBR Enviromental Consultants	Cultural Resouces Inventory of Carson City, Nevada, Corporate Yard Hydraulic Improvements	Simons, Dwight; Kimball, Monique; and Robert Kautz	2006
4547	FHWA	Unavailable	Virginia & Truckee Railway Reconstruction Project, H1 Line and Drako Way Depot, Ormsby County, Nevada, Cultural Resources Inventory Report	Zeier, Charles D.	2007
18898	FHWA	NDOT	Architectural Assessment & Finding of Effect: US 50 Improvement Project, Mound House, Lyon County and Carson County, Nevada	Dickey, Elizabeth	2013
20598	HPF	Carson City	An Architectural Inventory of the Nevada State Prison, Carson City, Nevada	Ross-Hauer, JoEllen	2015
25557	USACE	Ryder Homes	Lompa Ranch Flood Control Channels	Switalski, Hubert	9/7/2018
27352	City of Carson City	Carson City	An Architectural Inventory for the Carson City Landfill Improvements Project, Carson City, Nevada	Ross-Hauer, JoEllen et al	10/1/2020
34258	FHWA	Carson City	"Architectural Inventory Report	Rathbone, S., C. Zeier, J. Hall	2/1/2023
4123	Unavailable	Unavailable	East William Complete Street and Utility Undergrounding Projects	Drews, Michael	10/2009
A_11	Unavailable	Nevada Division of Historic Preservation and Archeology	Inventory of Structures and Impacts by Corridor (Final Inventory of Buildings Located During the Field Survey of the Eight Alternative Carson City Bypasses)	Unavailable	1978
A_20	Unavailable	Unavailable	Inventory of Structures and Impacts by Corridor (Final Inventory of Buildings Located During the Field Survey of the Eight Alternative Carson City Bypasses)	Nylen, Robert A.	1993
A_21	Unavailable	P.S. Preservation Services	Historical Architectural Survey Report - Phase II - Carson Bypass on US Highway 395 in Carson City	Unavailable	1999
A_23	Unavailable	Rainshadow Associates	Carson City Bypass, Carson City, Nevada: Historical/Architectural Survey Report - Phase I	Koval, Ana B.	1995



SHPO Report No.	Lead Agency	Proponent	Project Name	Author	Date
A_282	Unavailable	Intermountain Research	Carson City Bypass, Carson City, Nevada: Historical/Architectural Survey Report - Phase I	Stornetta, Susan	1993
A_646	Unavailable	USDI Bureau of Land Management	Carson City Bypass, Carson City, Nevada: Historical/Architectural Survey Report - Phase I	Bowyer, Gary C.	2001

*Shaded areas indicate previous surveys that intersect the APE



Cultural Resources Located within the Study Area

The records search indicated that six (6) resources are depicted in the NVCRIS database as intersecting with the project APE (**Table 2**). Site 2OR23 is a Prehistoric Lithic Scatter that has been determined Unevaluated for inclusion in the NRHP; OR310 is a Historic Road segment that has been determined Unevaluated for inclusion in the NRHP; OR65 is a Historic building that that has been determined Unevaluated for inclusion in the NRHP; OR85 is a Prehistoric Biface Fragment that has been determined Unevaluated for inclusion in the NRHP; B11666 is a Vernacular building that has that has been determined Ineligible for inclusion in the NRHP; and D144 is a the R&R Game Farm Historic District that has been determined Eligible for inclusion in the NRHP with SHPO concurrence (Jan 24, 2014) under Criteria A.

A National Register listed property is also depicted in the NVCRIS Geographic Information System (GIS) database located within one mile radius of the APE. The Nevada State Prison National Register No: 15000320 (Nevada Territorial Prison), was listed on Oct 1, 2015, on the NRHP, and it has (1862 to 1967) Cultural/Temporal Affiliation and is significant under Politics/Government. However, this resource does not intersect the APE.

Table 2. Previously documented Cultural Resources located within one mile radius of the APE. Resource descriptions are based on tabular data presented in NVCRIS database.

SHPO Resource No.	Resource Type	Resource Description	SHPO NRHP
D129	Historic	Segments of the Lincoln Highway	
D130	Historic	Segments of the Carson and Colorado Railroad (C&C RR)	
D0704	Unknown		
LY1095	Prehistoric	lithic scatter	Ineligible
LY1182	Historic	Isolated feature	No Comment
LY1183	Prehistoric	Lithic scatter	No Comment
LY1383	Historic	Railroad grade	
LY1385	Prehistoric/Historic	Lithic and refuse scatter	
LY185	Unknown		
LY303	Prehistoric		
LY308	Prehistoric		
LY308	Unknown		
LY316	Prehistoric		
LY3712	Historic	Pacific Portland Cement aerial tramway footings	
LY393	Prehistoric		
LY410	Historic		
LY457	Historic		
LY46	Prehistoric		
LY47	Prehistoric		
LY48	Prehistoric		
LY49	Prehistoric		



SHPO Resource No.	Resource Type	Resource Description	SHPO NRHP
LY85	Prehistoric		
LY86	Prehistoric		
LY87	Prehistoric		
LY929	Historic	American Flat Toll Road segments	
OR10	Prehistoric		
OR11	Prehistoric		
OR117	Prehistoric		
OR12	Prehistoric		
OR122	Prehistoric		
OR123	Prehistoric		
OR123	Unknown		
OR124	Prehistoric		
OR125	Prehistoric		
OR126	Prehistoric		
OR127	Prehistoric		
OR129	Prehistoric		
OR13	Historic		
OR130	Prehistoric		
OR131	Prehistoric	Lithic and groundstone scatter	Unevaluated
OR143	Historic		
OR185	Historic		
OR186	Historic	Trash Dump	Ineligible
OR201	Historic		
OR202	Historic		
OR203	Historic		
OR21	Prehistoric		
OR213	Prehistoric/Hi storic		
OR22	Prehistoric	Flake	Not Relocated
OR23	Prehistoric	Lithic Scatter	Unevaluated
OR24	Prehistoric		
OR286	Historic		
OR286	Historic		
OR286	Historic		
OR294	Unknown		
OR308	Historic	Halfway House toll station	
OR309	Historic	Road segment	
OR310	Historic	Road segment	Unevaluated
OR311	Historic	V & T Railroad Grade	
OR34	Prehistoric	Lithic scatter	Unevaluated



SHPO Resource No.	Resource Type	Resource Description	SHPO NRHP
OR48	Prehistoric	Projectile Point	
OR50	Prehistoric		
OR51	Prehistoric		
OR527	Historic	Road	Ineligible
OR534	Historic	Glass scatter	Ineligible
OR535	Historic	Can scatter	Ineligible
OR536	Historic	Mexican Ditch	Eligible
OR538	Prehistoric	Lithic scatter	Unevaluated
OR539	Historic	Road alignment	Unevaluated
OR569	Historic	Nevada State Prison Trash Dump	Eligible
OR58	Historic		
OR59	Prehistoric		
OR597	Historic	Road	Ineligible
OR628	Historic	Unpaved Road	Ineligible
OR64	Historic		
OR649	Historic	Two track Road	
OR65	Historic	Eaton House	Unevaluated
OR650	Historic	Two track Road	
OR651	Historic	Two track Road	
OR66	Prehistoric	Flake	Not Relocated
OR67	Prehistoric		
OR68	Historic		
OR74	Historic		
OR75	Historic		
OR76	Prehistoric		
OR77	Prehistoric		
OR78	Prehistoric		
OR81	Prehistoric		
OR85	Prehistoric	Biface Fragment	Unevaluated
B9950	Building	Demolished	Demolished
S327	Structure	Mexican Dam and Ditch/Spanish Quartz Mill	Unevaluated
B4476	Building	Other	No Info
B552	Building	No Style	No Info
B533	Building	No Style Stated	No Info
B384	Building	No Style Stated	No Info
B380	Building	No Style Stated	No Info
B383	Building	No Style Stated	No Info
B385	Building	No Style Stated	No Info
B382	Building	No Style Stated	No Info



SHPO Resource No.	Resource Type	Resource Description	SHPO NRHP
B558	Building	No Style	No Info
B555	Building	No Style	No Info
B554	Building	No Style	No Info
B557	Building	No Style	No Info
B556	Building	No Style	No Info
B553	Building	Craftsman	No Info
B550	Building	No Style	No Info
B2267	Building	No Style Stated	No Info
B11667	Building	Vernacular	Ineligible
B11669	Building	Vernacular	Ineligible
B11666	Building	Vernacular	Ineligible
B11668	Building	Vernacular	Ineligible
B11665	Building	Vernacular	Ineligible
B11671	Building	Vernacular	Ineligible
B11672	Building	Vernacular	Ineligible
B11674	Building	Vernacular	Ineligible
B11676	Building	Vernacular	Eligible
B11679	Building	Vernacular	Ineligible
B11683	Building	Vernacular	Ineligible
B11687	Building	Vernacular	Ineligible
B11688	Building	Vernacular	Eligible
B11689	Building	Vernacular	Ineligible
O156	Object		Ineligible
S780	Structure		Ineligible
S607	Structure		Ineligible
S248	Structure	No Style Stated	No Info
B559	Building	No style	Eligible
D171	Structure		
B13180	Building	Vernacular	Eligible
B13184	Building	No Style	Eligible
B13183	Building	Classical Revival	Eligible
B13182	Building		Eligible
B13187	Building	Vernacular	Eligible
B13793	Building	Vernacular with Classical Revival Elements	Eligible
B13181	Building	Vernacular	Eligible
S1128	Structure		Ineligible
D171	Site		
D171	Site		
D171	Site		



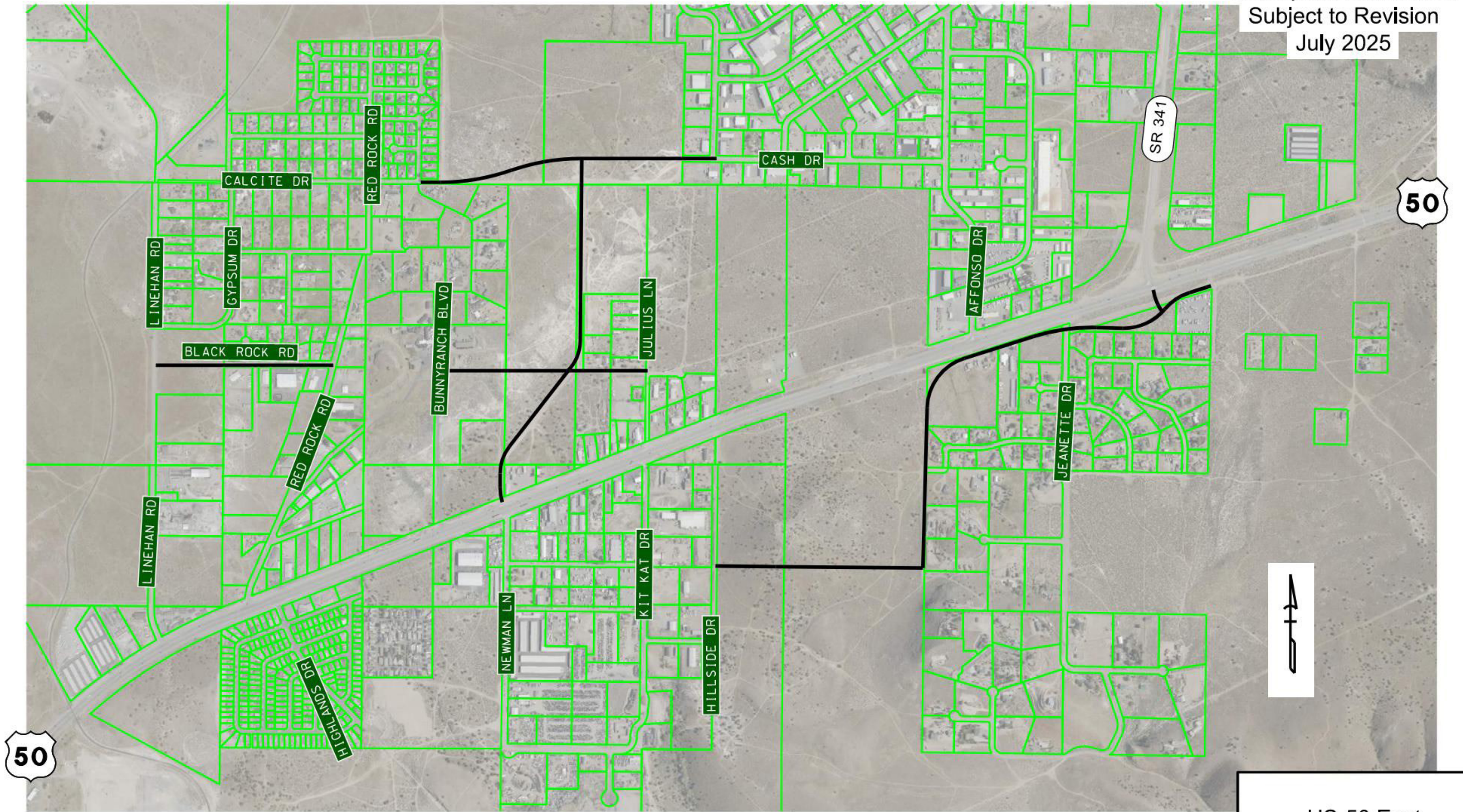
SHPO Resource No.	Resource Type	Resource Description	SHPO NRHP
B13197	Building	Vernacular	Ineligible
B13186	Building	Vernacular	Eligible
S1130	Structure		Ineligible
B13185	Building	Vernacular	Eligible
B13796	Building	Modern	Ineligible
B13795	Building	Modern	Ineligible
B13800	Building		
OR569	Site		
S2523	Structure	None	Ineligible
S2524	Structure		Unevaluated
S2522	Structure		Unevaluated
B18155	Building		Ineligible
S2332	Structure		Ineligible
S2333	Structure		Ineligible
S2328	Structure		Ineligible
B18154	Building		Ineligible
S2331	Structure		Ineligible
S2330	Structure		Ineligible
S2327	Structure		Ineligible
S2329	Structure		Ineligible
D324	District		Eligible
D144	District	R&R Game Farm Historic District	Eligible
S3478	Linear		Ineligible
S3477	Linear		Ineligible
S3956			
S3960			
S3959			
S3958			
S3957			
S2329			
S2327	Building		Ineligible
B18155			
B18153			
S2332			
S2330			
S2328			
B18154			
S2332	Building	Spanish contemporary	Ineligible
B18154	Building	Spanish contemporary	Ineligible
B19175	Building	Spanish contemporary	Ineligible



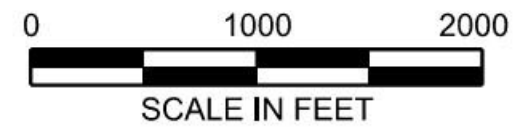
SHPO Resource No.	Resource Type	Resource Description	SHPO NRHP
B19176	Building	Spanish contemporary	Ineligible
B19177	Building	No style	Ineligible
B19178	Building	No style	Ineligible
B19179	Building	No style	Ineligible
B19180	Building	Contemporary (commercial)	Ineligible
B19181	Building	Contemporary (commercial)	Ineligible
B19182	Building	Midcentury modern	Ineligible
B19183	Building	No style	Ineligible
B19194	Building	No style	Ineligible
B19195	Linear	No style	Noncontributing
B19196	District		Ineligible
S3369	Building	Other	No Info
D459	Building	No Style	No Info

*Shaded areas indicate resources that intersect the APE

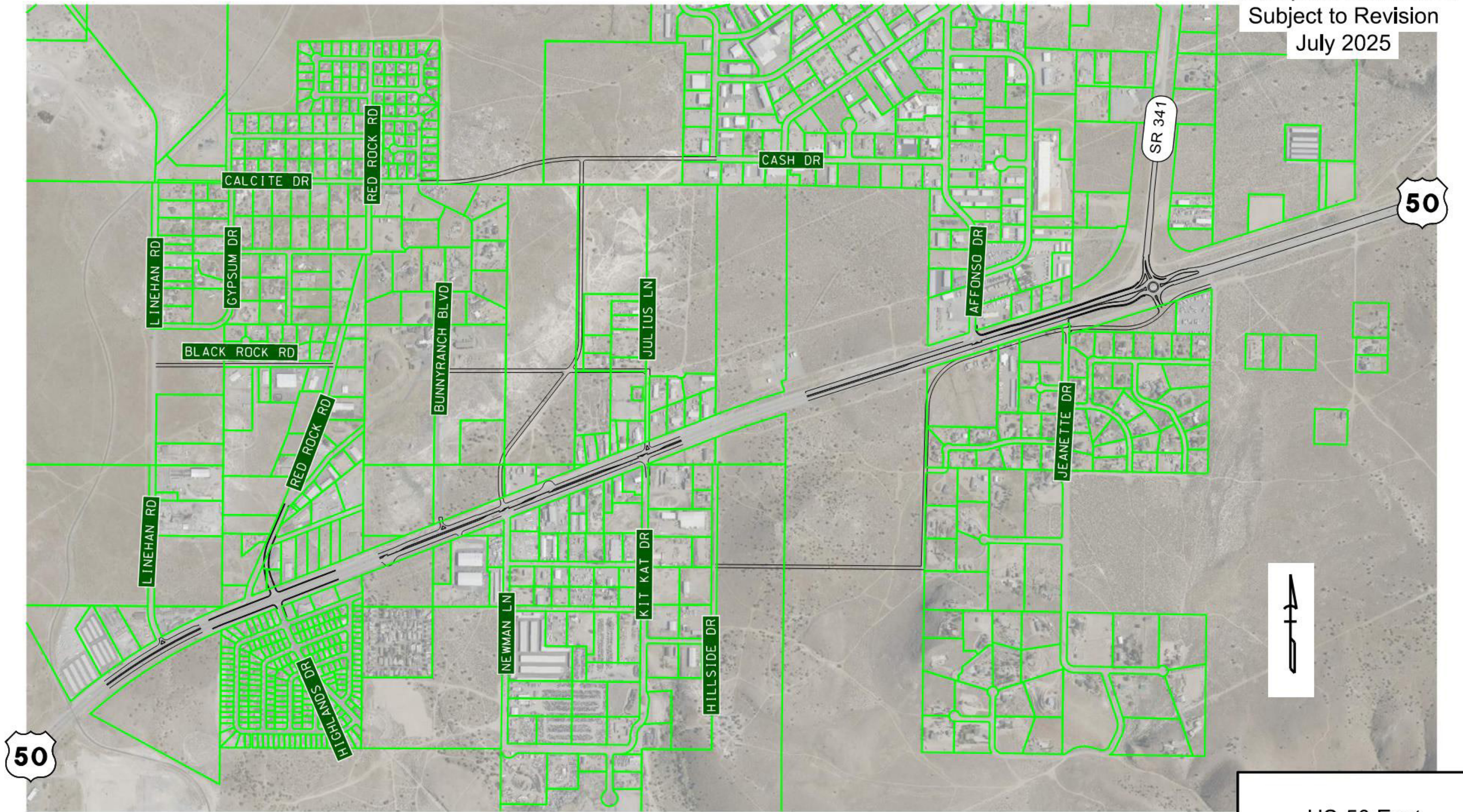




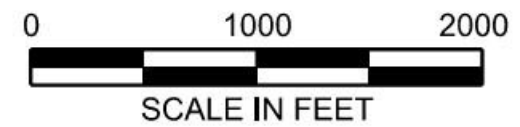
Collector Roadway Connections in the Mound House Area



US-50 East
Corridor Study
Alternatives



Collector Roadway Connections in the Mound House Area



US-50 East
Corridor Study
Alternatives

Conceptual Alternatives
Subject to Revision
July 2025

Left Turn Lane Modifications
Eastbound US-50 to Southbound I-580

LOMPA LN



US-50 East
Corridor Study
Alternatives

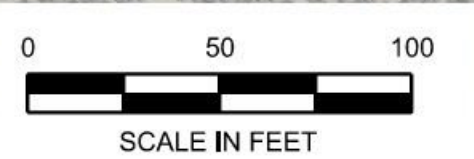
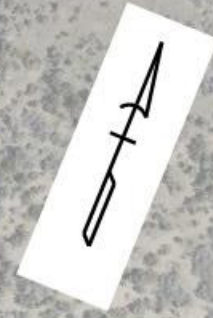


Conceptual Alternatives
Subject to Revision
July 2025

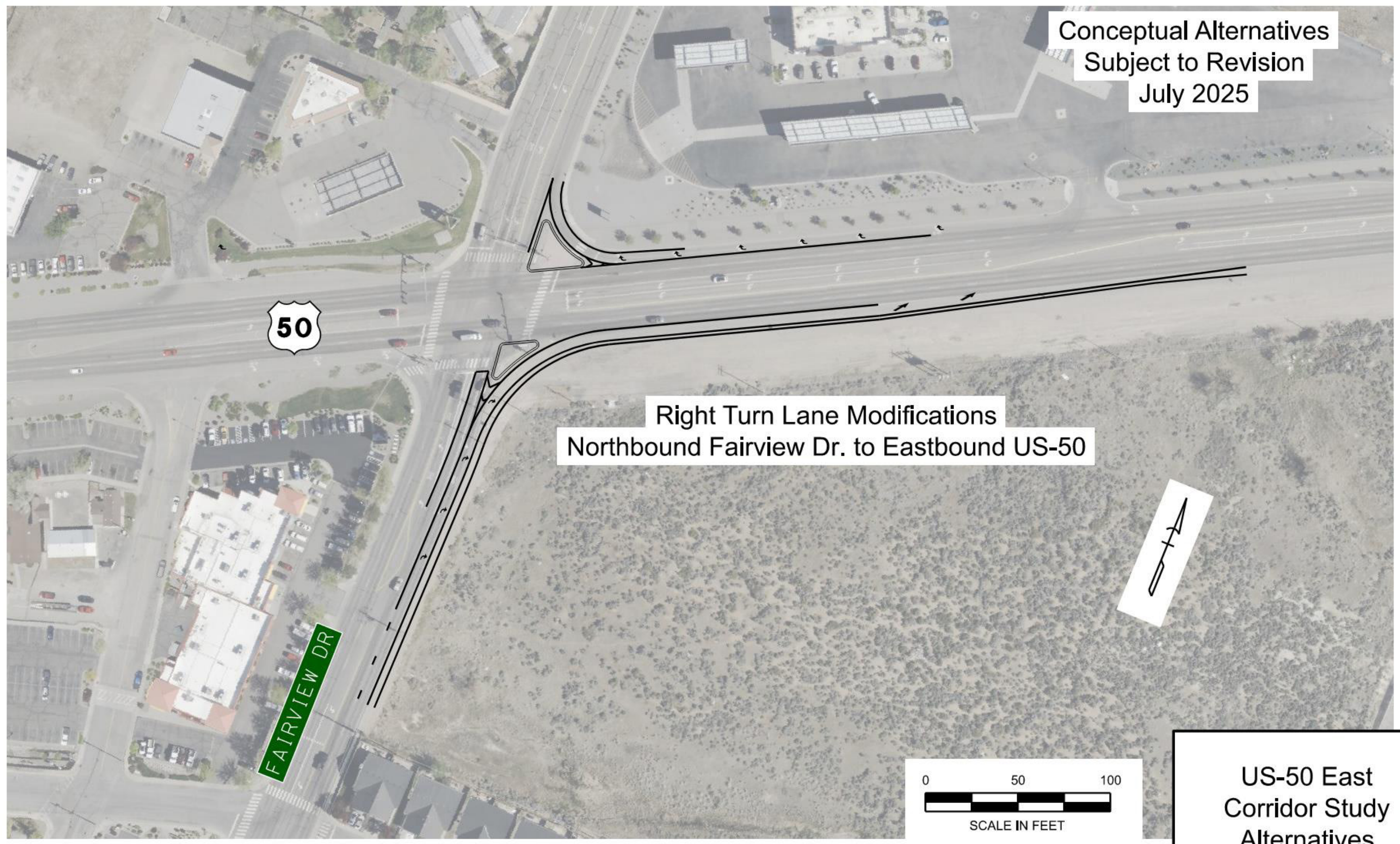


Right Turn Lane Modifications
Northbound Fairview Dr. to Eastbound US-50

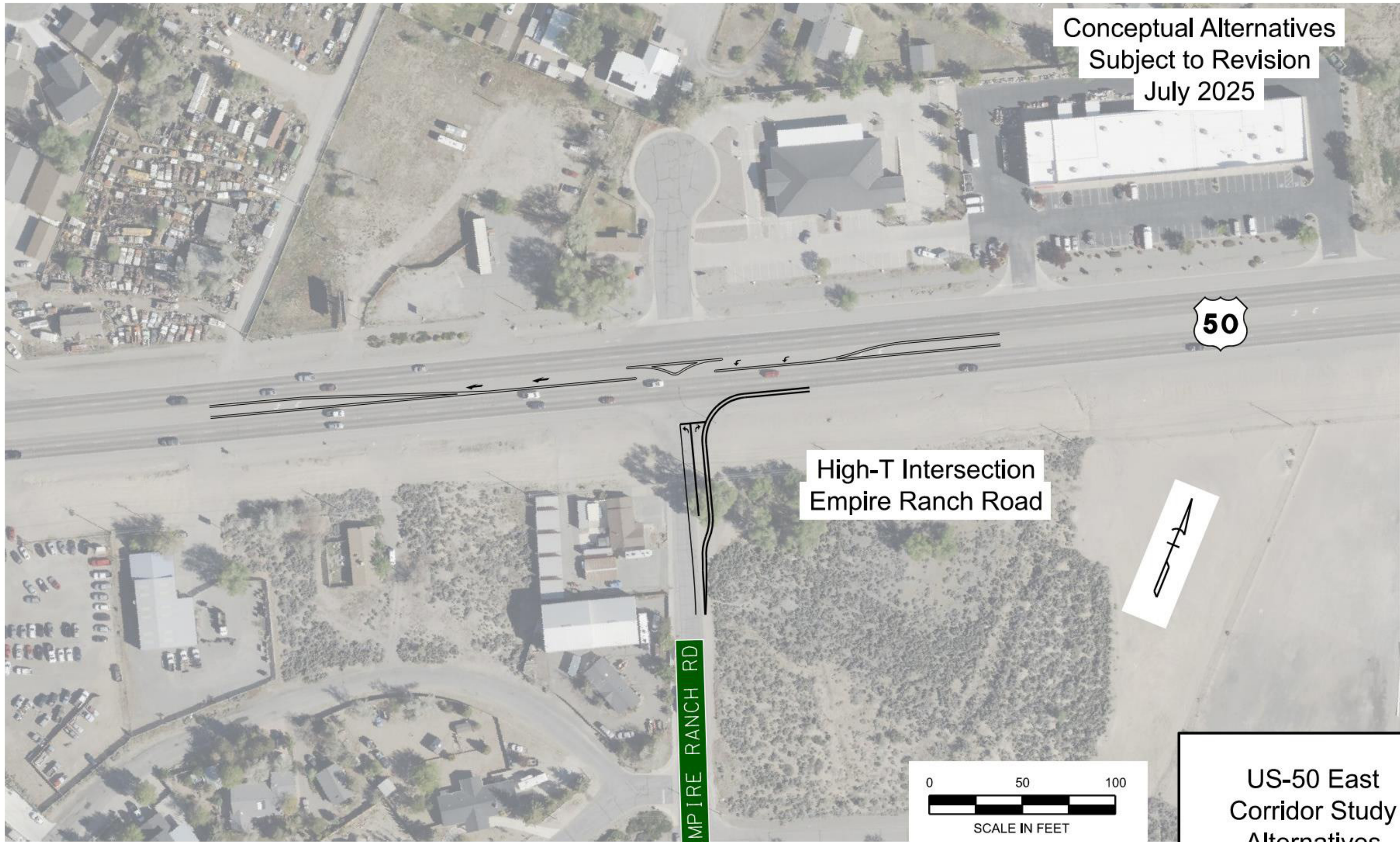
FAIRVIEW DR



US-50 East
Corridor Study
Alternatives

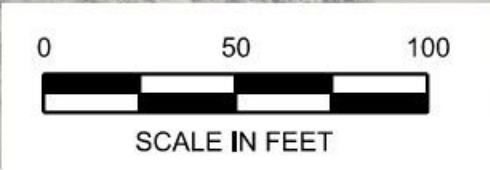


Conceptual Alternatives
Subject to Revision
July 2025



EMPIRE RANCH RD

High-T Intersection
Empire Ranch Road



US-50 East
Corridor Study
Alternatives

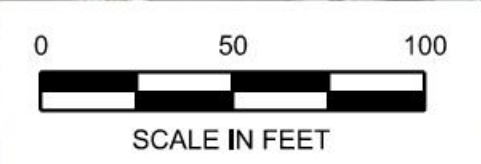
Conceptual Alternatives
Subject to Revision
July 2025

ARROWHEAD DR

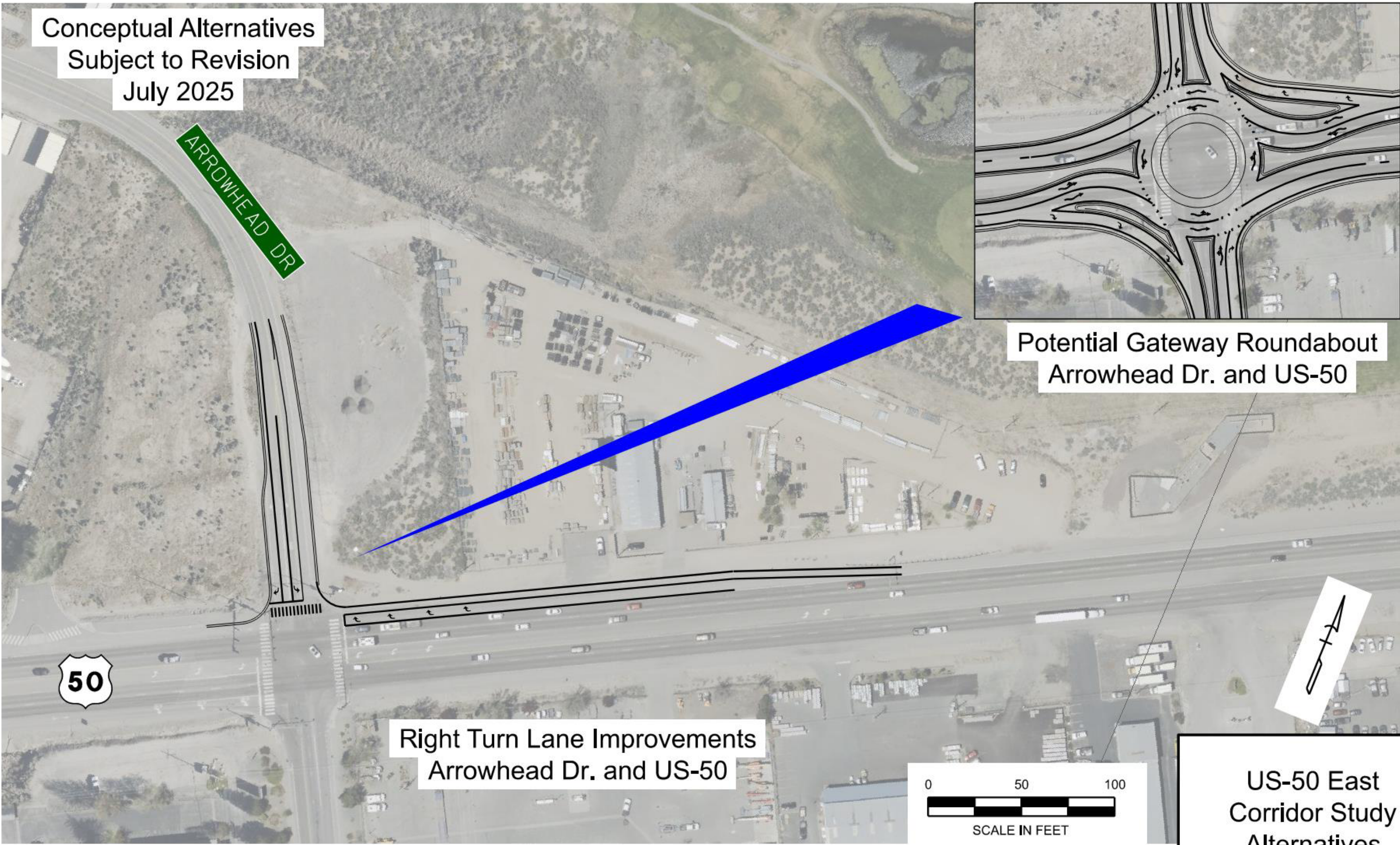


Potential Gateway Roundabout
Arrowhead Dr. and US-50

Right Turn Lane Improvements
Arrowhead Dr. and US-50



US-50 East
Corridor Study
Alternatives



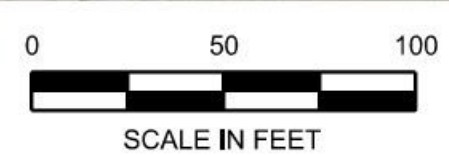
Conceptual Alternatives
Subject to Revision
July 2025

Improved High-T
US-50 and Flint Dr



Eastbound Truck Climbing Lane

FLINT DR



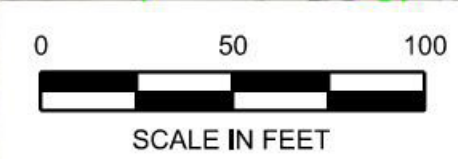
US-50 East
Corridor Study
Alternatives

Conceptual Alternatives
Subject to Revision
July 2025

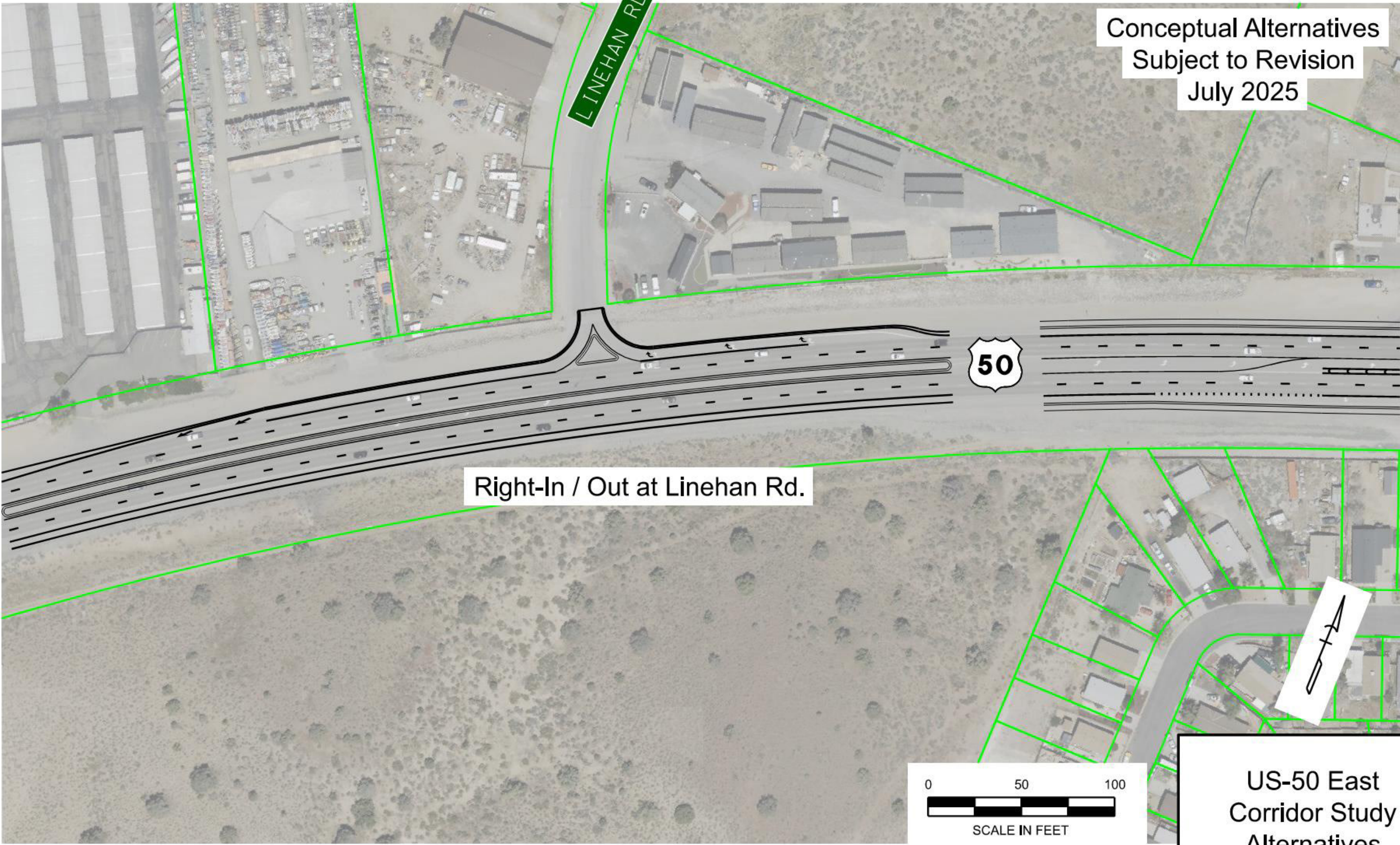
LINEHAN RD

50

Right-In / Out at Linehan Rd.



US-50 East
Corridor Study
Alternatives



Conceptual Alternatives
Subject to Revision
July 2025

Realign Red Rock Road
New Signal System
Highlands Dr. / Red Rock Road



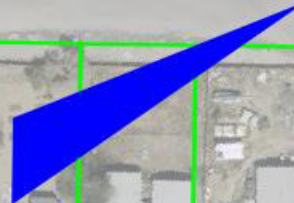
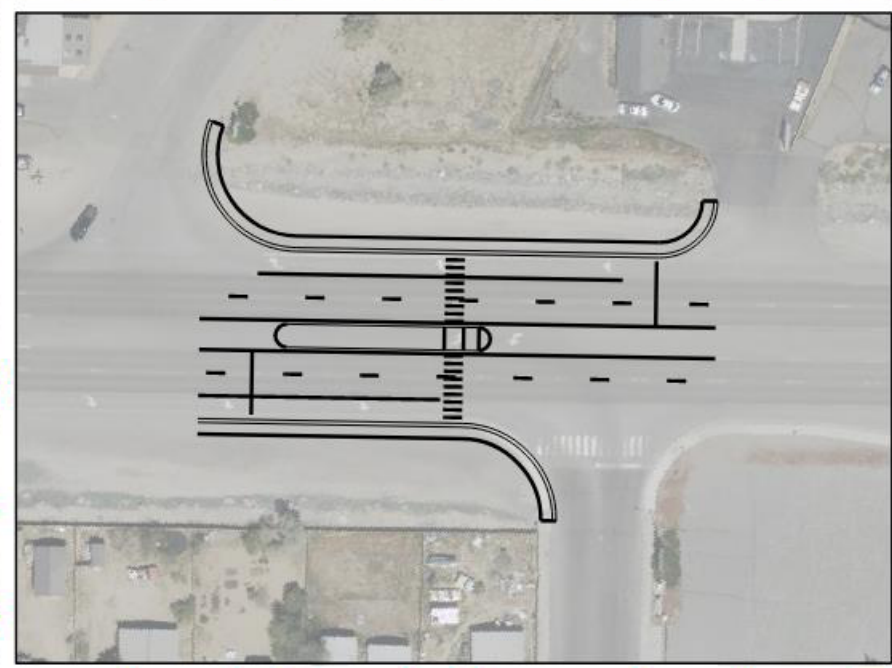
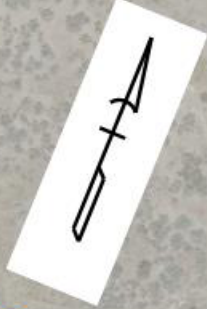
RED ROCK RD

HIGHLANDS DR

Pedestrian Hybrid or RRFB
Early Action Project



US-50 East
Corridor Study
Alternatives



Conceptual Alternatives
Subject to Revision
July 2025

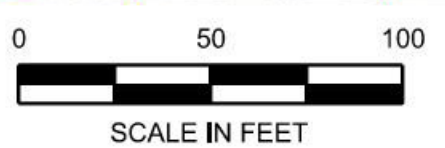
Right In / Out
Bunnyranch Blvd.

BUNNYRANCH BLVD

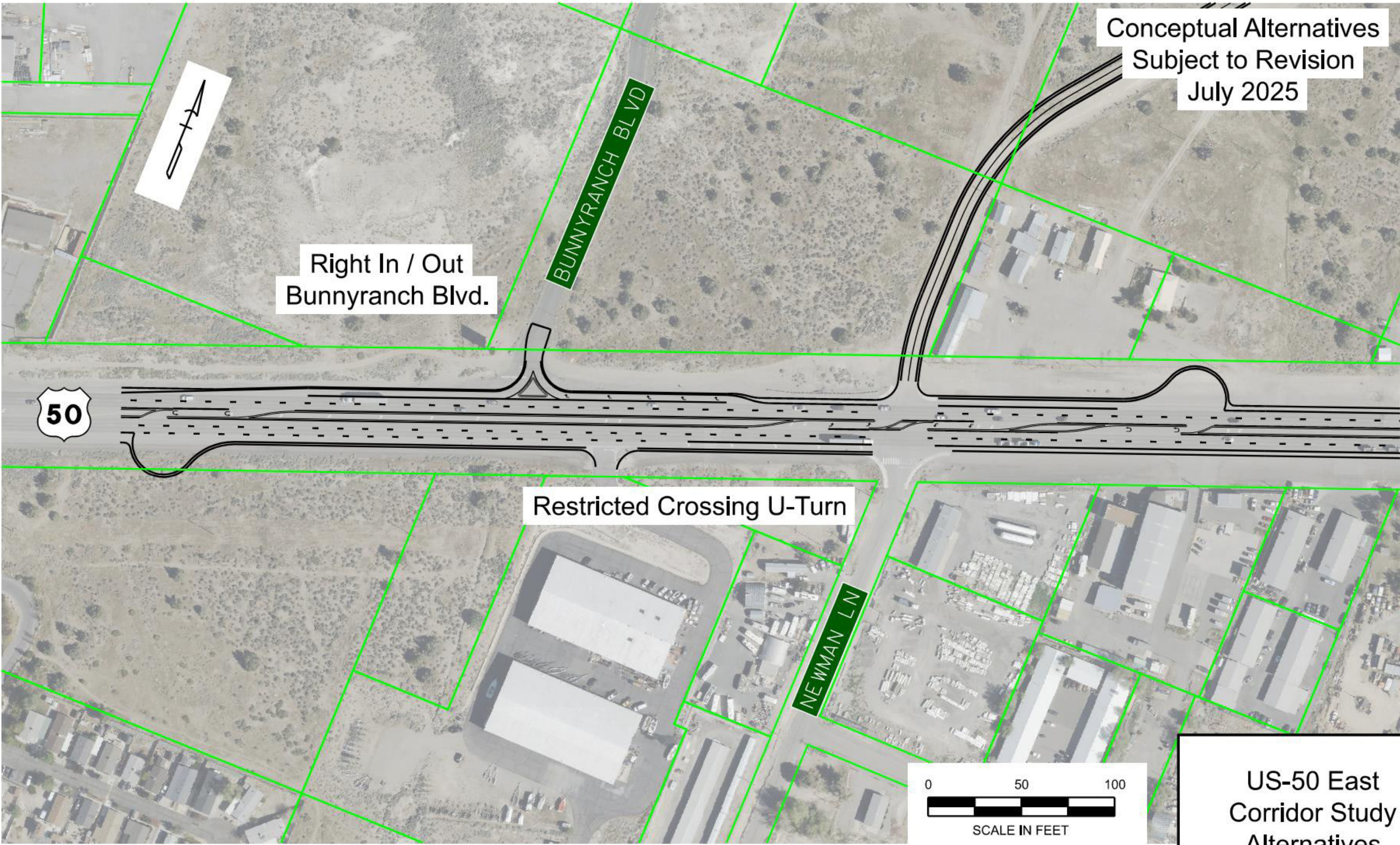
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Restricted Crossing U-Turn

NEWMAN LN



US-50 East
Corridor Study
Alternatives



Conceptual Alternatives
Subject to Revision
July 2025

Right In / Out
Julius Ln.

High-T Intersection

50

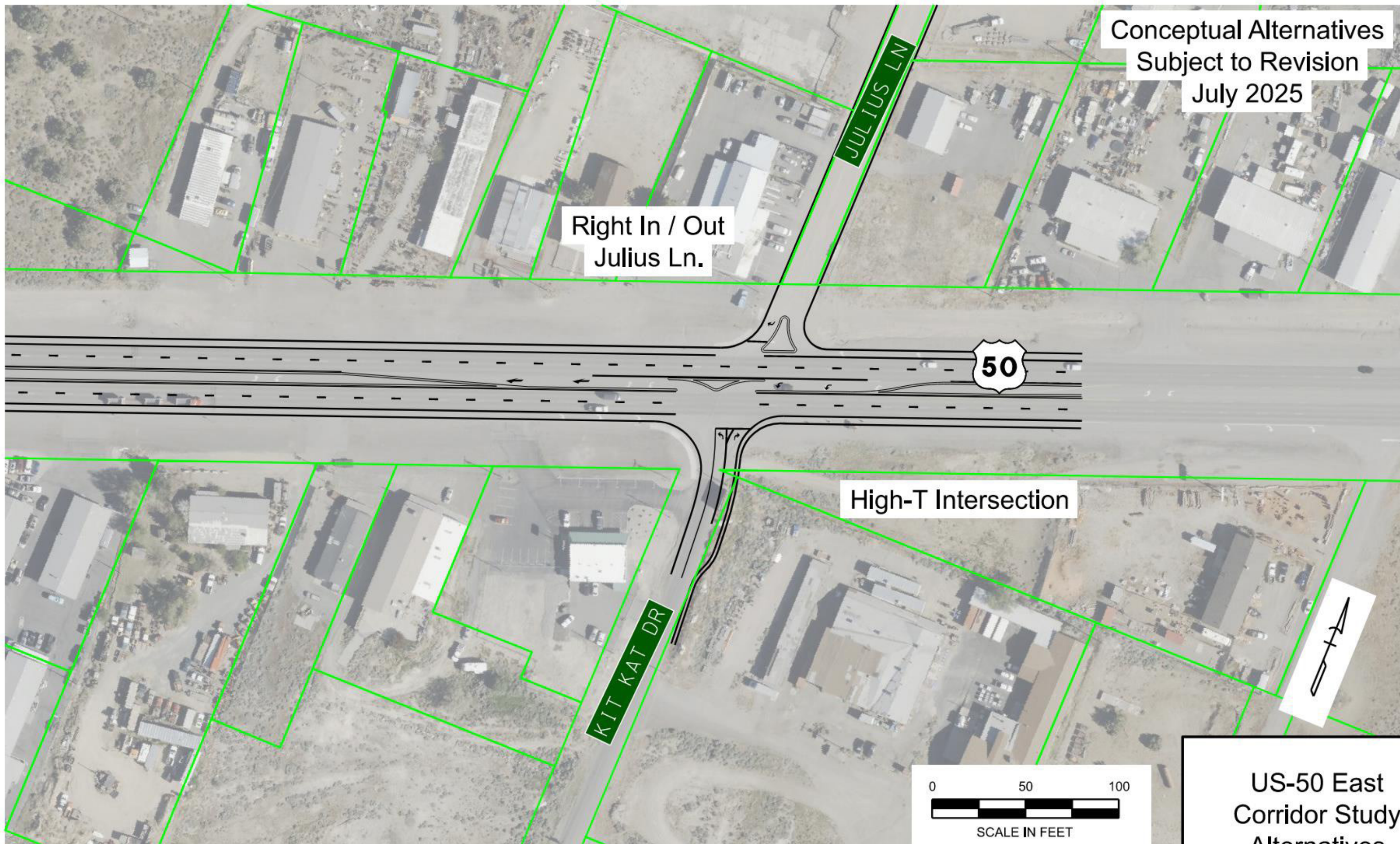
KIT KAT DR

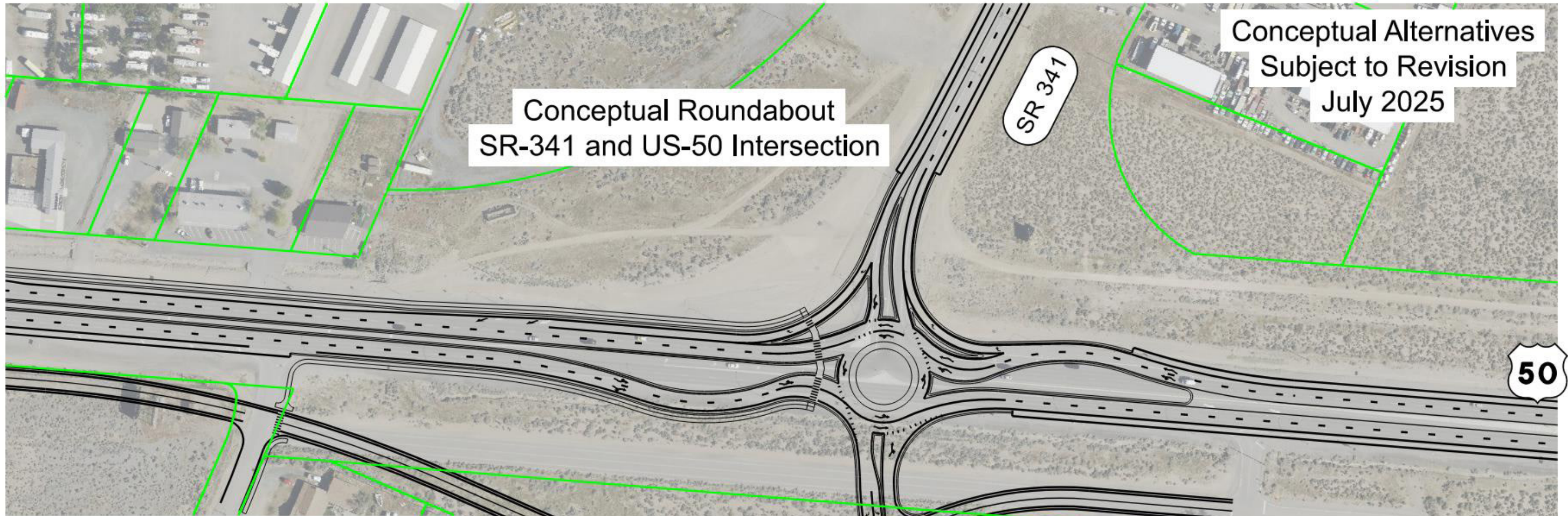
JULIUS LN

0 50 100

SCALE IN FEET

US-50 East
Corridor Study
Alternatives



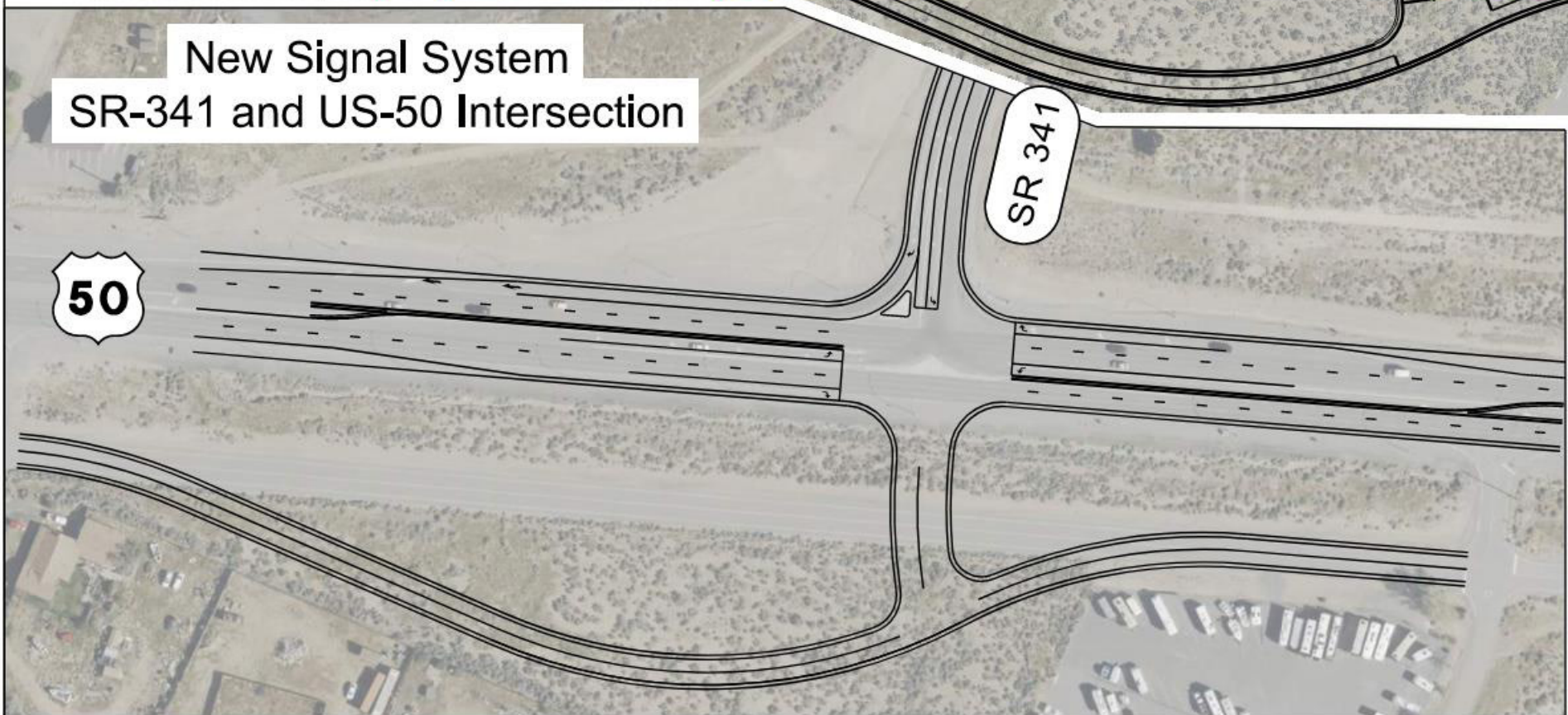


Conceptual Roundabout
SR-341 and US-50 Intersection

Conceptual Alternatives
Subject to Revision
July 2025

SR 341

50



New Signal System
SR-341 and US-50 Intersection

50

SR 341

0 50 100



SCALE IN FEET

US-50 East
Corridor Study
Alternatives