

GENERAL PLAN TRAFFIC ANALYSIS

This appendix presents the results of the traffic analysis and modeling completed for the 2006 Town of Truckee General Plan Update by LSC Transportation Consultants, Inc.

The study area defined for the purposes of this analysis includes the entire area within the Truckee town limits, as well as the Martis Valley Area south of Truckee and the Kings Beach, Tahoe City, Squaw Valley, and Alpine Meadows areas located in Placer County. It also includes areas to the east the west of the Town in unincorporated Nevada County, within the Town's proposed Sphere of Influence. The traffic study area is shown in Figure 1.

This report consists of three parts.

- ◆ **Part I: Existing Conditions** describes the major roadways within the study area, including the 30 intersections, and 36 individual roadway segments that are the subject of this report. Existing traffic conditions for these intersections and roadways are described, in terms of existing traffic volumes, Level of Service and roadway capacity.
- ◆ **Part II: Model Development**, describes the process to develop the computer-based transportation model for the study area, including a summary of the assumptions and methodology used in development and deployment of the TransCAD traffic model to analyze future traffic conditions.
- ◆ **Part III: Future Traffic Conditions**, summarizes the results of modeling of traffic volumes associated with future development, including buildout of land uses, and implementation of circulation improvements proposed under the General Plan.

This report also presents a summary of existing public transportation and transit services for the Town.

The analysis in this report serves as background for development of the 2004 Town of Truckee General Plan, including the Land Use Map and correlating Circulation Plan. It also informs the traffic and circulation analysis for the General Plan Update Environmental Impact Report.

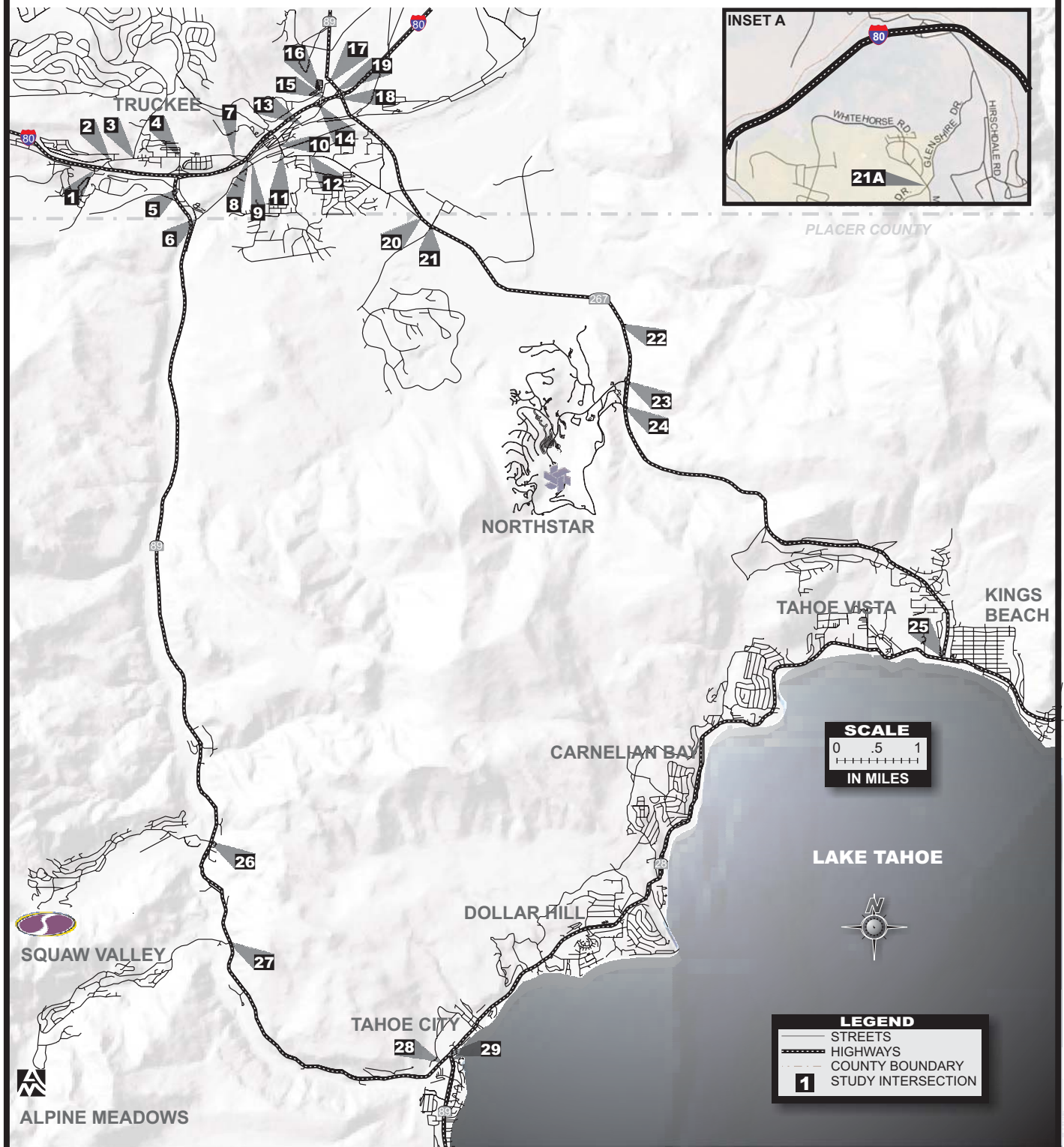
I. EXISTING CONDITIONS

The following section summarizes existing traffic conditions within the Study Area. It includes an analysis of conditions on Truckee's key roadways and at a number of important intersections within the Town, as well as conditions in the SR 267 corridor in Placer County.

A. Adequacy of Using 2003 as the Base Condition for the EIR Analysis

All analysis in this section is based on traffic count data collected during the summer of 2003, the base year analyzed in this traffic analysis. This base was used due to the fact that the traffic analysis for the Truckee General Plan Update was

Figure 1
STUDY INTERSECTIONS



initiated in 2003. Although the General Plan Update Environmental Impact Report (EIR) was completed in 2006, the analysis of a 2003 base year is adequate for purposes of this EIR for the following reasons:

- CEQA requires that the environmental setting include a description of the environmental conditions in the vicinity of the project at time of the NOP publication. This time period is usually used as the baseline for the EIR.
- The major roadway projects in the Town since 2003 was the completion of the SR 89/I-80 roundabouts, which have improved capacity at the ramp intersections, and the completion of the Soaring way Extension, which only impacted traffic volumes at the SR 267/Airport Road and SR 267/Brockway Road/Soaring Way intersection.
- The 2025 land uses used in the analysis considered both approved and proposed projects in the Town of Truckee, many of which have still not been built. The growth in traffic between 2003 and 2025, which is the basis for 2025 traffic projections, will remain the same regardless of what baseline year is analyzed in the EIR. In other words, if the model were to be updated to use 2006 as the base condition, there would be less growth in land uses between the initial year and 2025, but the 2025 condition would be unchanged.
- The 2025 traffic projections include estimates of growth in through traffic, which were made based on the build out of Lake Tahoe's north shore and Caltrans traffic projections along SR 89 to the north and I-80. So long as actual growth in through volumes did not increase at a faster rate than assumed in the model, the key 2025 forecasts remain unaffected.
- As the traffic model is calibrated to 2003 conditions, use of 2003 conditions as a baseline is appropriate. Furthermore, updating to 2006 conditions would require extensive series of new traffic counts and would significantly delay the adoption of the General Plan.

B. Existing Setting

1. Regional Setting

The Town of Truckee is located in the Lake Tahoe region, along Interstate 80 approximately 90 miles northeast of Sacramento, California, and 34 miles west of Reno, Nevada. In addition to the Interstate, two major regional routes serve Truckee. State Route 89 travels approximately north-south through Truckee, connecting the Town with the communities of Sierraville and Quincy to the north, and to the west shore of Lake Tahoe to the south. State Route 267 travels southeast from Truckee to intersect with the north shore of Lake Tahoe and State Route 28. State Route 28 is the major roadway serving Lake Tahoe's North Shore, linking Kings Beach with Incline Village, Nevada to the east and Tahoe Vista and Tahoe City to the west.

2. Town of Truckee Roadway Network

The following section describes the major components of the Study Area roadway network in terms of the facility's location, function, classification, and Average Daily Traffic Volumes during the peak month.

a. Town of Truckee Roadway Classifications

A system of roadway classifications has been developed for the Town of Truckee General Plan. The system categorizes Town of Truckee roadways (non-State Highways or Interstate) as either state highway, minor arterial, major collector, minor collector, or local roads. The roadway classification system is described in Table 1. State highways serving Truckee are classified as either freeway or highway.

b. Major Roadway Facilities

The following roadways comprise the major routes serving the Town of Truckee. The location of each route and its existing traffic volume in terms of peak summer Average Daily Traffic (ADT) is shown in Figure 2. Average Daily Traffic (ADT) can be measured in several ways. The two types of ADT primarily discussed in this document are peak month ADT and peak summer day ADT. Peak month ADT represents the average ADT over the month during which the highest ADT volumes occur. The Peak Month ADT along a roadway segment represents the total traffic volume that travels on the roadway segment over a peak month divided by the number of days in a month. In Truckee, the highest daily traffic volumes usually occur during July or August. Peak month ADT is reported by Caltrans for all California state highways on an annual basis. Peak summer day ADT represents the total traffic volume traveling along a roadway over the course of a peak summer day. In this document, a peak summer day is defined as the day during which the 10th highest summer peak hour occurs.

Interstate 80 (I-80)

Interstate 80 provides interregional highway connections east to Reno, Nevada and beyond, and west to Sacramento, California and the San Francisco Bay Area. The Town of Truckee area lies to the south of I-80, 34 miles west of Reno and 90 miles east of Sacramento. This section of I-80 is currently a four-lane divided highway with limited truck climbing lanes, with speed limits posted at 65 mph. There are seven interchanges serving Truckee on I-80. The peak month Average Daily Traffic (ADT) along this roadway is between 25,000 and 39,000 vehicles per day.¹

State Route 267 (SR 267)

State Route 267 is a two-lane major arterial running in a general northwest-southeast alignment between the I-80/SR 89 North/SR 267 interchange in Truckee and SR 28 in Kings Beach. From the I-80/SR 89 North/SR 267 signalized intersection, the roadway heads south across the newly constructed SR 267 Bypass (completed in November 2002). The Bypass provides a direct travel route for regional traffic to travel between the Martis Valley and the Tahoe Basin, which reduces the impact to downtown Truckee.

Continuing southeasterly on SR 267 from the Truckee Airport Road intersection, the roadway travels across relatively level terrain to the base of a sustained grade near Northstar Drive up to an elevation of 7,199 feet at Brockway Summit. From Brockway Summit, the route descends 945 feet into the Tahoe Basin, ending at the signalized intersection of SR 267/SR 28 in Kings Beach. SR 267 also has signalized intersections at SR 267/Brockway Road and SR 267/Truckee Airport Road intersections.

¹ This is defined as the average two-way traffic volume per day, over the course of the peak month (which typically occurs in mid-summer).

TABLE 1 ROADWAY CLASSIFICATION DEFINITIONS

Roadway Type	Function and Design Factors	Access	Lanes
Freeway	The function of a freeway is to provide for inter-regional and intra-regional travel. Freeways serve high speed traffic and are full access controlled with no at-grade crossings interrupting the flow of traffic. Vehicle speeds and daily traffic volumes are very high. Interchanges typically connect to major or minor arterials. Interstate 80 is the only freeway in Truckee.	Access is limited and provided via interchanges.	2 to 6 lanes
Major Arterials (State Highways)	Major arterials, similar to freeways, provide for high mobility inter-regional and intra-regional travel. Major arterials however, are usually partial access controlled with a minimum number of intersections (primarily with other arterials or freeways). Examples of major arterials in Truckee include SR 89 and SR 267.	Should be limited to intersections with freeways and arterials; in rural areas, may have some access to parcels	2 to 6 lanes
Minor Arterials	Minor arterials typically provide more land access than do major arterials, while still providing adequate mobility for accommodating longer distance trips. Minor arterials should have Class II bike lanes. Examples in Truckee include Donner Pass Road and Glenshire Drive.	Can intersect with any facility, though access to local roads and driveways is generally minimized	2 to 4 lanes
Major Collectors	Major collectors serve the more important intra-county travel corridors and traffic generators not served by major or minor arterials. Major collectors may have Class II bike lanes. Major collectors include roadways such as Alder Creek Drive, Donner Lake Road, Lausanne Way, and the Northwoods Boulevard loop.	Access is not restricted	2 lanes
Minor Collector	The function of minor collector roadways is to accumulate traffic from local roads and provide connectivity to higher class major collectors and major and minor arterials. Minor collectors may have Class II bike lanes. Examples of minor collectors include Dorchester Drive, Martis Valley Road, South Shore Drive, and Rainbow Drive.	Access is not restricted	2 lanes
Local	Local roads can be private or public and primarily provide land access functions (e.g., to residence, business, or other abutting property) and include cul-de-sacs. Their design and control facilitates the movement of vehicles onto and off the street system from land parcels. Through movement is difficult and is discouraged by both design and control of facility. Vehicle speeds are typically very low. Most neighborhood residential roads are considered local roads.	Access is not restricted	2 lanes

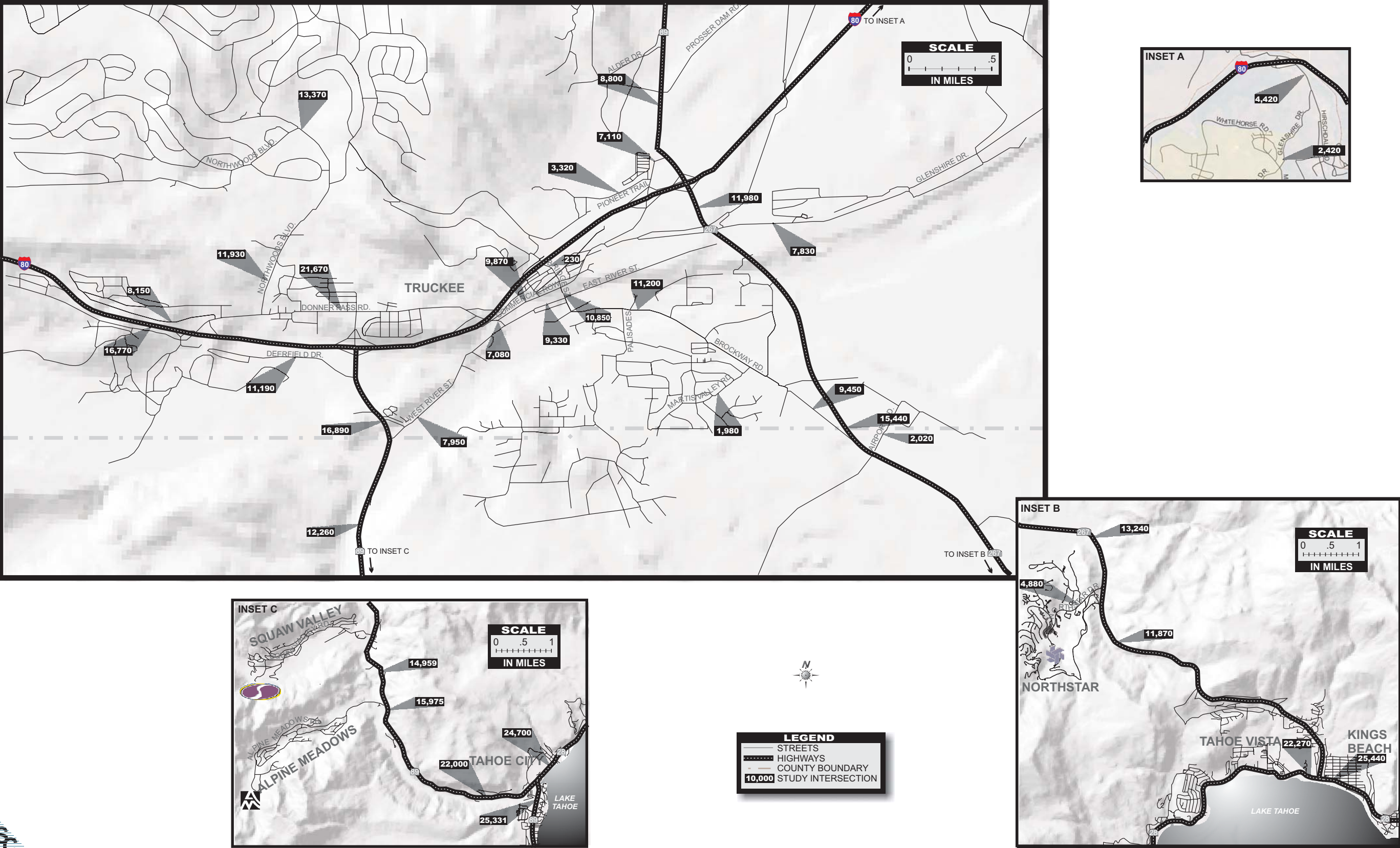
Source: 2005 Town of Truckee General Plan Update.

TOWN OF TRUCKEE
2004 GENERAL PLAN UPDATE

APPENDIX A: GENERAL PLAN TRAFFIC STUDY

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Figure 2
SUMMER AVERAGE DAILY TRAFFIC VOLUMES



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SR 267 is of local and regional significance, providing access to residential, industrial, commercial and recreational land uses. It serves as the major route between the I-80 corridor and North Lake Tahoe communities of Kings Beach and Incline Village, Nevada. It also serves as the sole existing access to the Northstar-at-Tahoe ski area and adjacent residential neighborhoods. The peak month ADT along this roadway is approximately 14,000 vehicles per day.

State Route 89 (SR 89)

SR 89, a major arterial, is one of three primary California routes that provide access to Lake Tahoe (the other two are SR 267 and US 50), providing access between Donner Pass Road in Truckee and Tahoe City. This two-lane portion of SR 89, known as the “South” segment, travels through the “mousehole,” a restricted narrow undercrossing of the Southern Pacific Railroad tracks, and provides access to Squaw Valley and Alpine Meadows ski areas, as well as other residential, commercial and recreational land uses. From Tahoe City, SR 89 follows the West Shore of Lake Tahoe to South Lake Tahoe eventually connecting to US 395 near Topaz, Nevada. The peak summer ADT along the south segment of this roadway is 17,000 vehicles per day.

The “North” segment of SR 89 begins at the I-80/SR 267/SR 89 North interchange on the east side of Truckee. SR 89 North is a rural two-lane highway connecting Truckee with Sierraville, Quincy, Mt. Lassen National Park and Mount Shasta to the north. The peak day ADT along this segment is approximately 9,000 vehicles per day.

State Route 28

SR 28 is located in Placer County and is the major roadway serving Lake Tahoe’s North Shore, linking Kings Beach with Incline Village, Nevada to the east and Tahoe Vista and Tahoe City to the west. In the vicinity of its intersection with SR 267, SR 28 is a four-lane facility with two lanes of travel in each direction. However, west of Tahoe Vista and East of the Kings Beach Commercial Core, SR 28 narrows to one lane in each direction. East of Kings Beach and west of Tahoe Vista, SR 28 is a two-lane facility. The posted speed limit on this segment of SR 28 is 30 miles per hour.

Donner Pass Road

The east end of Donner Pass Road begins at the intersection with SR 89 north and travels westward to Donner Lake, where it continues towards Soda Springs. This minor arterial provides a vital link for local circulation by providing access to historic Downtown Truckee, public and commercial uses in the Gateway area such as the Tahoe Forest Hospital, Gateway Commercial Center, and several school facilities, as well as Donner Lake State Park, and the Donner Lake residential area. This roadway provides a single through lane in each direction, with a continuous center left-turn lane along the segment between Levone Avenue and Northwoods Boulevard. The peak summer ADT along this roadway is approximately 22,000 vehicles per day.

Northwoods Boulevard

Northwoods Boulevard, a roadway that travels north-south, is accessed off Donner Pass Road. This roadway provides the main access into the Tahoe Donner subdivision, and to Tahoe Donner Alpine, Nordic and Equestrian centers, and Coyote Moon Golf Course. Northwoods Boulevard is classified as a minor arterial south of the Northwood Boulevard/Northwoods Boulevard intersection. North of this intersection, the roadway is classified as a major collector. Northwoods Boulevard has a peak summer ADT of approximately 13,500 vehicles per day.

Deerfield Drive

Deerfield Drive is a two-lane local roadway; it formerly connected Cold Stream Road and SR89, but is now a cul-de-sac as a result of flooding which washed away a bridge and supporting fill. Near SR 89, Deerfield Drive is classified as a minor arterial and serves commercial land uses. Farther west the lanes narrow slightly and its classification changes to major collector, where it serves a residential neighborhood and the Boulders multi-family development. Travel speeds are approximately 25 miles per hour. The peak summer ADT along this roadway is approximately 11,000 vehicles per day.

West River Street

West River Street is a two-lane minor arterial roadway which connects SR 89 South eastward to Bridge Street in downtown Truckee. It provides access to a number of industrial, commercial, and residential land uses located along the Truckee River. West River Street (along with the McIver Crossing underpass) provides a potential diversion route around the Bridge Street at-grade rail/highway crossing for traffic that would otherwise use Bridge Street. The peak summer ADT along this roadway is approximately 9,500 vehicles per day.

Glenshire Drive

Glenshire Drive is a two-lane minor arterial roadway providing access between central Truckee, the Glenshire residential area, and Hirschdale Road to the east. This roadway also provides primary access to the Olympic Heights subdivision. It provides the only non-freeway access from Central Truckee to residential neighborhoods in the eastern part of the Town. The posted speed limit on this roadway from the Donner Pass Road intersection to the entrance to the Glenshire neighborhood is 45 miles per hour. The speed limit on the remaining segment of Glenshire Drive to the east varies between 25 to 30 miles per hour. The peak summer ADT along this roadway is approximately 8,000 vehicles per day on the segment of Glenshire Drive south of Donner Pass Road and 2,500 vehicles west of Hirschdale Road and north of Donner Pass Road.

Hirschdale Road

Hirschdale Road is a two-lane roadway in Nevada County that provides a connection from the Glenshire neighborhood to I-80. It also serves residences to the east of Glenshire. The peak summer ADT along this roadway is approximately 4,500 vehicles per day.

Bridge Street

This minor arterial roadway is located in central Truckee. From the north, it travels from its I-80 undercrossing through the Commercial Row area and the at-grade crossing of the Union Pacific Railroad tracks. The roadway becomes Brockway Road at its intersection with South River Street. The major intersections on this roadway are Donner Pass Road and West River Street. At the intersection with Donner Pass Road, the eastbound and westbound Donner Pass Road approaches, as well as the southbound Bridge Street approach, are controlled by Stop signs. The peak summer ADT along this roadway is approximately 9,000 vehicles per day.

Brockway Road

Brockway Road, a minor arterial, travels from South River Street, through the Palisades Drive signal to its intersection with SR 267. A roundabout at the Martis Valley Road/Brockway Road intersection is currently being designed. The peak ADT along this roadway is approximately 9,000 vehicles per day. This roadway was formerly SR 267. However, with the completion of the SR 267 Bypass in November, 2002, ownership of the roadway was transferred to the Town of Truckee.

Pioneer Trail

This minor arterial roadway begins at Donner Pass Road north of I-80 and continues in a westerly direction. It serves a mixture of residential, industrial and commercial uses. At its intersection with Donner Pass Road, Pioneer Trail is controlled by a Stop sign. The Pioneer Trail Extension Project that would provide a connection between this roadway and Northwoods Boulevard in the Tahoe Donner development is currently undergoing environmental review. The peak summer ADT along this roadway is approximately 3,500 vehicles per day.

Truckee Airport Road and Schaffer Mill Road

Truckee Airport Road is a two-lane roadway providing the main access to the Truckee Tahoe Regional Airport, as well as other industrial and commercial businesses on the northeast side of SR 267. While the intersection of Truckee Airport Road with Highway 267 is in Placer County, a portion of the roadway is in Nevada County. A center left-turn lane is provided along most of this roadway. Schaffer Mill Road (also two lanes) extends southwest from the same point on SR 267, providing access to the Lahontan residential development and other parcels not currently developed in Placer County. The SR 267/Truckee Airport Road/Schaffer Mill Road intersection is controlled by a traffic signal. The peak summer ADT along both of these roadways is approximately 2,000 vehicles per day.

Northstar Drive

Northstar Drive is located in Placer County and provides access from SR 267 to the Northstar-at-Tahoe Ski Resort and associated residential and commercial areas. It is generally a two-lane configuration, with an eastbound left-turn lane at the Stop-sign-controlled, T-intersection with SR 267. Additionally, a three-lane traffic control program conducted by Northstar-at-Tahoe in association with the California Highway Patrol is in place on peak days of winter traffic. Posted speeds are 35 miles per hour. Signalization of this intersection, which is currently in a design phase, is proposed as a mitigation for traffic impacts associated with development of the Northstar Village project. The peak summer ADT along this roadway is approximately 5,000 vehicles per day.

McIver Under Crossing

The McIver Under Crossing, a railroad underpass roadway, is a two-lane local roadway that connects Donner Pass Road (near Downtown Truckee) with West River Street. Its intersection with Donner Pass Road is controlled with a one-lane roundabout. The peak summer ADT along this roadway is approximately 15,500 vehicles per day.

Cold Stream Road

Cold Stream Road provides access to Donner Memorial State Park and several highway commercial and lodging facilities. It is located off Donner Pass Road, near the east end of Donner Lake. The peak summer ADT along this roadway is approximately 2,500 vehicles per day.

Squaw Valley Road

Squaw Valley Road is located in Placer County and is a local collector roadway which provides access from State Route 89 westward to Olympic Valley and the Squaw Valley USA ski area. Squaw Valley Road consists of a two-lane cross section with four-foot wide striped bicycle lanes in each direction and roadway shoulders of four to ten feet in width.

Alpine Meadows Road

Alpine Meadows Road is located in Placer County and runs from State Route 89 on the east to its terminus at the Alpine Meadows Ski Area approximately three miles to the west. It provides all access from State Route 89 to the Alpine

Meadows residential area. Alpine Meadows Road is generally two lanes in cross-section, and has a posted speed limit of 35 miles per hour.

C. Study Intersection and Roadway Segments

This section describes the 30 study intersections and 36 roadway segments that are the subject of the detailed analysis presented in this report.

1. Study Intersections

This traffic analysis focuses on thirty study intersections, identified as the most important facilities in the context of the Town-wide circulation network. Twenty-one of these are within the Town of Truckee, six are located in the unincorporated portion of Placer County, and three are located within Tahoe Basin area that is in Placer County, but under the jurisdiction of the Tahoe Regional Planning Agency (TRPA).

The thirty study intersections are summarized in Table 2, and are keyed to the locations shown in Figure 1. Figure 3 shows the existing lane configuration and traffic controls that are present at each of the study intersections. As the figure and table indicate, traffic signals are provided at SR 267's intersections with the I-80 ramps, Brockway Road, Airport Road/Schaffer Mill Road, and SR 28. Traffic signals are also provided along SR 89 at its intersection with West River Street, Deerfield Drive, and Donner Pass Road, Squaw Valley Road, and SR 28.

2. Study Roadway Segments

Table 3 presents a summary of the 36 roadway segments that are the focus of the General Plan Traffic Study, including the roadway classification (based on Town of Truckee's General Plan Roadway Classifications described above) and the entity with jurisdiction over the roadway segment.

D. Existing Traffic Volumes

This section evaluates existing traffic volumes and traffic conditions at the various study roadway segments and intersections described above.

An important consideration in analyzing traffic conditions is determining an appropriate design period for analyzing roadway or intersection conditions. The traffic pattern on any roadway can show considerable variation in hourly traffic volumes during various hours of the day, and throughout the year. This is especially true for a resort area like Truckee, where the summer and winter recreational traffic results in peak-hour traffic volumes much higher than the hourly volumes observed during the spring and fall "shoulder" seasons. A key design decision in traffic analyses is determining which of these hourly traffic volumes should be used as the basis for evaluating the performance of an existing facility, and the design necessary to facilitate desired traffic conditions. While it would be excessive to predicate the design of roadways or intersections on the maximum peak-hour traffic that occurs during a year, the use of average hourly traffic volumes would result in inadequate design. Therefore, it is necessary to develop a design period which appropriately represents the upper limit of traffic volumes that are desired to be accommodated by roadways and intersections.

As a basis for this study, an extensive series of traffic counts were conducted in the summer of 2003. These observed traffic counts are presented in Sub-Appendix A. To reflect a consistent design period, these counts were adjusted to correct for variation in traffic levels over the summer, as well as the effects of construction roadway closures.

TABLE 2: STUDY ROADWAY INTERSECTIONS

	Roadway Segment	Jurisdiction	Signalized/ Unsignalized
1.	Donner Pass Road/Cold Stream Road/I-80 Eastbound Ramps	Town of Truckee	Unsignalized
2.	Donner Pass Road/I-80 Westbound Ramps (Western Interchange)	Town of Truckee	Unsignalized
3.	Donner Pass Road/Northwoods Boulevard	Town of Truckee	Signalized
4.	SR 89 South/Donner Pass Road	Town of Truckee	Signalized
5.	SR 89 South/Deerfield Drive	Town of Truckee	Signalized
6.	SR 89 South/West River Street	Placer County	Signalized
7.	Donner Pass Road / I-80 Westbound Off Ramp (Central Interchange)	Town of Truckee	Unsignalized
8.	Donner Pass Road / I-80 Eastbound Off Ramp (Central Interchange)	Town of Truckee	Unsignalized
9.	West River Street/McIver Crossing	Town of Truckee	Unsignalized
10.	Donner Pass Road/Bridge Street	Town of Truckee	Unsignalized
11.	Bridge Street/West River Street	Town of Truckee	Unsignalized
12.	Brockway Road/Palisades Drive	Town of Truckee	Signalized
13.	Donner Pass Road/Glenshire Drive	Town of Truckee	Unsignalized
14.	Donner Pass Road/I-80 Eastbound Off Ramp (Eastern Interchange)	Town of Truckee	Unsignalized
15.	Donner Pass Road/I-80 Westbound On Ramp (Eastern Interchange)	Town of Truckee	Unsignalized
16.	Donner Pass Road/Pioneer Trail	Town of Truckee	Unsignalized
17.	Donner Pass Road/SR 89 North	Town of Truckee	Unsignalized
18.	SR 267/I-80 Eastbound Ramps	Town of Truckee	Signalized
19.	SR 267/I-80 Westbound Ramps	Town of Truckee	Signalized
20.	SR 267/Brockway Road	Town of Truckee	Signalized
21.	SR 267/Schaffer Mill Road/Airport Road	Placer County	Signalized
21A.	Glenshire Drive/Whitehorse Drive/Martis Peak Road	Truckee	Unsignalized
22.	SR 267/Waddle Ranch Access	Placer County	Not Yet Built
23.	SR 267/Northstar Drive	Placer County	Unsignalized
24.	SR 267/Northstar Highlands Drive	Placer County	Not Yet Built
25.	SR 267/SR 28	Placer County/ Tahoe Regional Planning Agency	Signalized
26.	SR 89/Squaw Valley Road	Placer County	Signalized
27.	SR 89/Alpine Meadows Road	Placer County	Unsignalized
28.	SR 89 Fairway Drive	Tahoe Regional Planning Agency	Unsignalized
29.	SR 89/SR 28 "Wye"	Tahoe Regional Planning Agency	Signalized

Source: LSC Transportation Consultants, Inc.; 1996 Town of Truckee General Plan

Figure 3
EXISTING INTERSECTION LANE CONFIGURATION AND TRAFFIC CONTROL

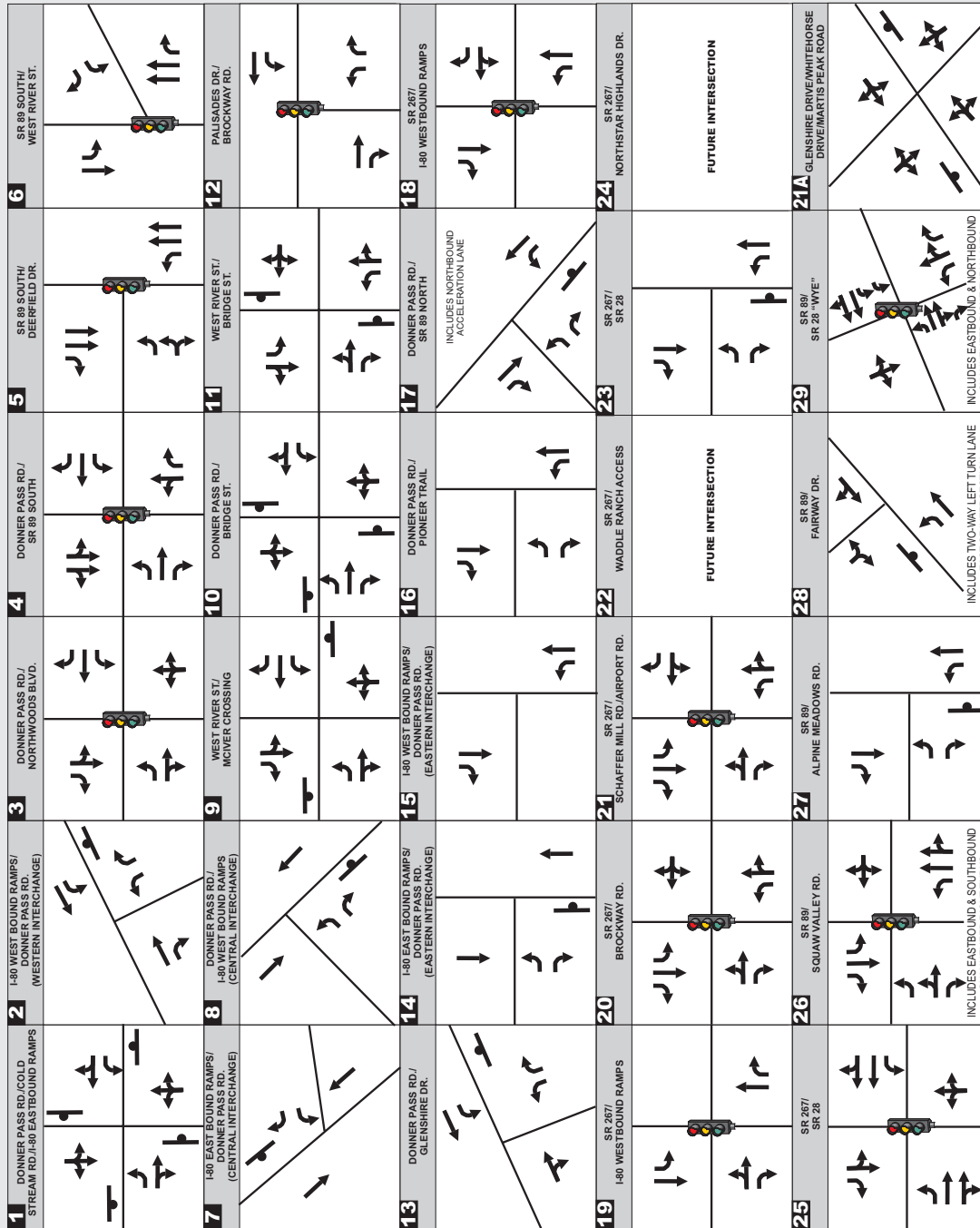


TABLE 3: STUDY ROADWAY SEGMENTS

	Roadway Segment	Jurisdiction	Classification
1.	Donner Pass Road immediately west of Cold Stream Road	Town of Truckee	Minor Arterial
2.	Northwood Boulevard immediately north of Donner Pass Road	Town of Truckee	Minor Arterial
3.	Northwoods Boulevard immediately south of Northwoods Boulevard	Town of Truckee	Minor Arterial
4.	Donner Pass Road immediately west of SR 89 South	Town of Truckee	Minor Arterial
5.	Deerfield Drive immediately west of SR 89 South	Town of Truckee	Minor Arterial
6.	West River Street immediately east of SR 89 South	Town of Truckee	Minor Arterial
7.	SR 89 South immediately south of West River Street	Town of Truckee/ Caltrans	State Highway
8.	SR 89 South immediately north of West River Street	Town of Truckee/Caltrans	State Highway
9.	Donner Pass Road immediately west of the Central I-80 Interchange	Town of Truckee	Minor Arterial
10.	McIver Undercrossing	Town of Truckee	Minor Arterial
11.	Bridge Street under I-80	Town of Truckee	Future Minor Arterial
12.	Donner Pass Road immediately west of Bridge Street	Town of Truckee	Minor Arterial
13.	West River Street immediately west of Bridge Street	Town of Truckee	Minor Arterial
14.	Bridge Street immediately south of Donner Pass Road	Town of Truckee	Minor Arterial
15.	Brockway Road immediately east of Palisades Road	Town of Truckee	Minor Arterial
16.	Glenshire Drive immediately east of Donner Pass Road	Town of Truckee	Minor Arterial
17.	Glenshire Drive immediately east of Martis Peak Road	Town of Truckee	Minor Arterial
18.	Hirschdale Road Drive immediately south of I-80.	Town of Truckee	Minor Arterial

**TOWN OF TRUCKEE
2004 GENERAL PLAN UPDATE**

APPENDIX A: GENERAL PLAN TRAFFIC STUDY

	Roadway Segment	Jurisdiction	Classification
19.	Donner Pass Road immediately north of Pioneer Trail	Town of Truckee	Minor Arterial
20.	Pioneer Trail immediately west of Donner Pass Road	Town of Truckee/Caltrans	Minor Arterial
21.	SR 89 North between Alder Drive and Donner Pass Road	Town of Truckee/Caltrans	State Highway
22.	SR 267 immediately south of I-80	Town of Truckee/Caltrans	State Highway
23.	SR 267 at the Truckee/Placer County line	Town of Truckee/Placer County/Caltrans	State Highway
24.	Brockway Road immediately west of SR 267	Town of Truckee	Arterial
25.	Airport Road immediately east of SR 267	Placer County	Arterial
26.	Schaffer Mill Road immediately west of SR 267	Placer County	Collector
27.	SR 267 between Airport Road and Northstar Drive	Placer County/Caltrans	Highway
28.	Northstar Drive immediately west of SR 267	Placer County	Collector
29.	SR 267 over Brockway Summit	Placer County/Caltrans	Highway
30.	SR 28 immediately west of SR 267	Placer County/Caltrans	Highway
31.	SR 28 immediately east of SR 267	Placer County/Caltrans	Highway
32.	SR 28 immediately east of SR 89	Placer County/Caltrans	Highway
33.	SR 89 immediately south of SR 28	Placer County/Caltrans	Highway
34.	SR 89 immediately west of SR 28	Placer County/Caltrans	Highway
35.	SR 89 immediately south of Alpine Meadows Road	Placer County/Caltrans	Highway
36.	SR 89 between Alpine Meadows Road and Squaw Valley Road	Placer County/Caltrans	Highway

Source: LSC Transportation Consultants, Inc.; 1996 Town of Truckee General Plan.

Consistent with Town policy, this traffic analysis uses as its design volume the 10th highest summer PM peak-hour weekday design volumes, which do not include school traffic. In Truckee, analysis of existing traffic conditions has found the peak hour condition to occur on a summer weekday between 4:00 PM and 6:00 PM; the design volume represents the estimated 10th highest hourly volume found to occur in this period at the roadway element in question. The resulting volumes for the 30 study intersections are presented in Table 4.

E. Level of Service

1. Level of Service Definitions

The analysis of intersections and roadways relies on a qualitative measure known as Level of Service (LOS) to describe traffic operating conditions. LOS is a qualitative measure of traffic conditions on isolated sections of roadway and intersections, based upon measurable characteristics, such as driver delay. LOS ranges from "A" (with no congestion) to "F" (where the system fails with gridlock or stop-and-go conditions prevailing). Roadway LOS pertains to the operation of a roadway segment, while intersection LOS pertains to the delay associated with vehicles making specific movements at an intersection.

In general, the various levels of service are defined as follows for uninterrupted flow facilities, such as roadways not controlled by signals or stop signs:

- ◆ **LOS A** represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.
- ◆ **LOS B** is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than at LOS A, because the presence of others in the traffic stream begins to affect individual behavior.
- ◆ **LOS C** is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.
- ◆ **LOS D** represents high-density, but stable, flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow would generally cause operational problems at this level.
- ◆ **LOS E** represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream would cause breakdowns.

TOWN OF TRUCKEE
2004 GENERAL PLAN UPDATE

APPENDIX A: GENERAL PLAN TRAFFIC STUDY

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TABLE 4: 2003 SUMMER INTERSECTION DESIGN VOLUMES

#	Intersection	Northbound			Southbound			Eastbound			Westbound		
		LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT
1	Donner Pass Road/Cold Stream Road/I-80 Eastbound Ramps	25	40	46	57	25	5	142	194	24	61	322	110
2	Donner Pass Road/I-80 Westbound Ramps (Western Interchange)	132	0	92	0	0	0	0	287	7	0	354	0
3	Donner Pass Road/Northwoods Boulevard	1	1	5	326	0	140	127	332	0	3	374	364
4	SR 89 South/Donner Pass Road	388	69	175	74	173	78	97	373	437	262	520	95
5	SR 89 South/Deerfield Drive	218	609	0	0	609	329	363	0	67	0	0	0
6	SR 89 South/West River Street	0	482	135	260	498	0	0	0	0	104	0	195
7	Donner Pass Road/I-80 Westbound Off Ramp (Central Interchange)	0	0	0	49	0	188	0	676	0	0	601	0
8	Donner Pass Road/I-80 Eastbound Off Ramp (Central Interchange)	9	0	92	0	0	0	0	699	0	0	609	0
9	West River Street/McIver Crossing	3	9	9	159	9	95	212	281	4	8	214	134
10	Donner Pass Road/Bridge Street	214	91	185	18	86	62	53	207	208	139	118	5
11	Bridge Street/West River Street	284	362	11	22	341	70	94	20	335	18	12	34
12	Brockway Road/Palisades Drive	171	0	108	0	0	0	0	374	230	105	365	0
13	Donner Pass Road/Glenshire Drive	159	0	111	0	0	0	0	319	374	151	162	0
14	Donner Pass Road/I-80 Westbound On Ramp (Eastern Interchange)	70	404	0	0	181	122	0	0	0	0	0	0
15	Donner Pass Road/I-80 Eastbound On Ramp (Eastern Interchange)	0	434	0	0	181	0	99	0	138	0	0	0
16	Donner Pass Road/Pioneer Trail	85	315	0	0	192	60	54	0	91	0	0	0
17	Donner Pass Road/SR 89 North	76	223	0	0	278	194	284	0	109	0	0	0
18	SR 267/I-80 Westbound Ramps	319	213	0	0	243	144	0	0	0	154	8	86
19	SR 267/I-80 Eastbound Ramps	0	360	204	151	246	0	172	0	204	0	0	0
20	SR 267/Brockway Road	259	427	2	11	309	130	110	15	298	12	13	28
21	SR 267/Schaffer Mill Road/Airport Road	11	493	27	67	525	27	87	6	29	36	5	108
21A	Glenshire Drive/Whitehorse Drive, Martis Peak Road	3	0	10	7	0	11	7	71	5	4	122	16
22	SR 267/Waddle Ranch Access	0	531	0	0	590	0	0	0	0	0	0	0
23	SR 267/Northstar Drive	46	385	0	0	512	78	146	0	62	0	0	0
24	SR 267/Northstar Highlands Drive	0	431	0	0	574	0	0	0	0	0	0	0
25	SR 267/SR 28	1	0	3	329	1	270	206	850	1	3	689	430
26	SR 89/Squaw Valley Road	280	377	10	10	530	160	263	0	290	10	10	10
27	SR 89/Alpine Meadows Road	210	608	0	0	700	130	49	0	70	0	0	0
28	SR 89/Fairway Drive	0	0	0	20	0	16	2	932	0	0	739	18
29	SR 89/SR 28	421	51	610	58	52	36	42	468	564	526	400	33

Abbreviations Used in Table: LT Left Turn Movement T: Through Movement RT: Right Turn Movement

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◆ **LOS F** is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount, which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop-and-go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, and then be required to stop in a cyclic fashion. LOS F is used to describe the operating conditions within the queue, as well as the point of the breakdown. It should be noted, however, that in many cases operating conditions of vehicles or pedestrians discharged from the queue may be quite good. Nevertheless, it is the point at which arrival flow exceeds discharge flow, which causes the queue to form, and LOS F is an appropriate designation for such points.

2. LOS Methodology

a. Intersection LOS

For signalized intersections, LOS is primarily measured in terms of average delay in seconds. LOS at unsignalized intersections is based on the theory of “gap acceptance” for side-street stop-sign controlled approaches. Gap acceptance is the term that describes the selection behavior of road users when determining a safe break or gap in traffic to make a turn or other maneuver. The all-way stop-controlled intersection LOS also calculates delay to the motorist and relates this delay to volumes handled on the various approaches. LOS at roundabouts is based on the theory of “gap acceptance” for side-street stop-sign-controlled approaches, as well as empirical data.

b. Roadway LOS

Roadway LOS is based upon a comparison of the traffic volume along the roadway and the capacity of the roadway. Roadway capacity is a factor of the physical characteristics of a roadway (number of lanes, lane width, shoulder width, etc.) as well as user characteristics (driver behavior, presence of pedestrians, etc.). Level of service for urban roadways is a function of driver delay.

3. LOS Standards

In order to evaluate roadway and intersection performance, individual jurisdictions generally establish minimum Level of Service standards or thresholds to determine the point at which a roadway or intersection is determined to be operating unacceptably. The Town of Truckee, Placer County, and the Tahoe Regional Planning Agency each set forth somewhat different LOS Standards for the roadways and/or intersections in the Study Area over which they have jurisdiction. These standards are described below.

a. Town of Truckee

As stated in the 1996 Truckee General Plan, the Town’s LOS standards are as follows:

- ◆ “Maintain a Level of Service D or better at weekday PM peak hour on arterial and collector road segments, and on primary through movements at intersections, in portions of the Town outside the Downtown Study Area.”
- ◆ “Maintain a Level of Service E or better at weekday, PM peak hour on local, collector, and arterial road segments and on primary through movements at intersections within the Downtown Study Area.”

It should be noted that this policy is applied to unsignalized intersections as a whole, rather than on individual approaches or turning movements. In addition, LOS is specifically considered for a summer peak weekday only. Also, for purposes of this analysis, LOS thresholds are assumed to apply to the worst approach LOS at roundabouts.

b. Placer County

Placer County's LOS standard for roadways and intersections located within one-half mile of state routes is LOS D, and is LOS C for roadways and intersection located more than one-half mile from state routes (Placer County General Plan, 1994). At unsignalized intersections, if worst movement LOS at an unsignalized intersection exceeds LOS standards, a "Peak-Hour" signal warrant analysis, consistent with the Manual of Uniform Traffic Control Devices, is required. If the intersection attains minimum signal warrant volumes, mitigation is required. This is consistent with the methodologies applied to the Northside Draft EIR, as well as other EIRs recently prepared in Placer County. The County's LOS standard for SR 267 is LOS E.

The Martis Valley Community Plan's LOS standards are consistent with the wider Placer County requirements.

c. Nevada County

Nevada County's LOS standard is LOS C for roadway segments and intersections (Nevada County General Plan, 1995).

d. Tahoe Regional Planning Agency

Level of Service standards for the area within the jurisdiction of the Tahoe Regional Planning Agency, which includes the SR267/SR 28 intersection, are set forth in the *Regional Transportation Plan - Air Quality Plan* (RTP- AQP) for the Lake Tahoe Region² LOS standards described in this document are as follows:

- ◆ Level of Service C on rural scenic/recreational roads;
- ◆ Level of Service D in rural developed areas;
- ◆ Level of Service D on urban roads; or
- ◆ Level of Service D for signalized intersections.
- ◆ Level of Service E may be acceptable during peak periods not to exceed four hours per day.

Currently, TRPA does not have a specific adopted standard for unsignalized intersections. For roadway elements in the TRPA portion of Placer County, TRPA LOS standards are applied.

4. Existing Level of Service for Study Intersections

Intersection LOS conditions for the sixteen study intersections were evaluated using the methodologies documented in the 2000 Highway Capacity Manual (HCM),³ as applied in the Traffix Software package, developed by Dowling Associates. The sole exception is the Bridge Street/Donner Pass Road intersection that is controlled by stop signs on three of the existing four approaches. HCM procedure is not available for this unusual condition, and so a specialized LOS analysis was conducted at the Donner Pass Road/Bridge Street intersection. As a simulation of the intersection using the Synchro/Simtraffic Software Package (Version 6) resulted in inconsistent results (an average standard deviation between simulation runs of 129 seconds per vehicle), it was determined that adjusting the Highway Capacity Manual methodologies to estimate the vehicle delay of each approach would provide more consistent results. In general, a separate two-way stop-controlled LOS analysis was performed for the eastbound, westbound, and southbound approaches. The turning-movement volumes were entered into the analysis such that the study approach volumes were conflicting with the appropriate volumes. This method was tested using traffic volumes and delay measurements

² Tahoe Regional Planning Agency, 1995

³ Transportation Research Board, National Research Council, 2000

(consistent with ITE methodologies) collected on July 16, 2004. However, as the Highway Capacity Manual's default gap acceptance and follow-up time factors resulted in approach delays that exceeded the measured delays, the factors were reduced by 27 percent to calibrate the Highway Capacity Manual methodologies to the actual operation of the intersection. Computer output of detailed LOS calculations for all intersections is provided in Sub-Appendix B of this report.

The aaSIDRA software was used to analyze roundabout capacity in this traffic analysis. This software and the RODEL software are the most widely accepted roundabout analysis software programs in the U.S. The capacity analysis used in aaSIDRA is empirical and based on gap acceptance theory. It should be noted that the traffic analysis for the General Plan used the aaSIDRA software to calculate roundabout LOS as a check of whether or not roundabouts would be feasible at each location. It should be noted that the roundabout LOS analyses are for planning purposes only and that the specific dimensions of the roundabouts (size of island, entry width, and circulating width) may change during the roundabout design stages. For more information on roundabout capacity and aaSIDRA, please refer to Sub-Appendix B.

Table 5 and Figure 4 provide a summary of the existing LOS at each of the study intersections. As the table indicates, the Bridge Street/West River Street and the Donner Pass Road/SR 89 South intersections are both approaching LOS E.

F. Roadway Capacity

Roadway capacity is evaluated in order to determine whether a specific roadway segment should be widened to accommodate existing or future traffic volumes. Different methodologies can be employed to determine capacity, but generally the calculation will incorporate a series of factors including roadway facility type, evaluation period, and Level of Service thresholds.

The Town of Truckee and Placer County have adopted different methodologies for determining roadway capacity: the Town of Truckee roadway capacity standards are based upon hourly traffic volumes while Placer County's roadway capacity standards are based upon daily traffic volumes. Accordingly, the methodologies used by the Town of Truckee and Placer County, and the resulting capacities applicable to the 28 study roadway segments are described below.

1. Town of Truckee Roadway Capacity Standards

It is the policy of the Town of Truckee that the methodology used to determine roadway capacity for the Town follow the guidance in the *Level of Service Criteria Study*⁴, completed for the Nevada County Transportation Commission in 2000. Please note that although the Nevada County Transportation Commission generally agrees with the approach and conclusions of this study, this document was never formally adopted. This document relies upon factors described in the 1997 Highway Capacity Manual (HCM), published by the Transportation Research Board.

Since publication of the *Level of Service Criteria Study*, a revised edition of the Highway Capacity Manual has been published which updates the factors applied in the NCTC study. Application of HCM 2000 standards results in revised capacity standards for Truckee roadways than those determined under HCM 1997.

⁴ PRISM Engineering, December 2000, for the Nevada County Transportation Commission

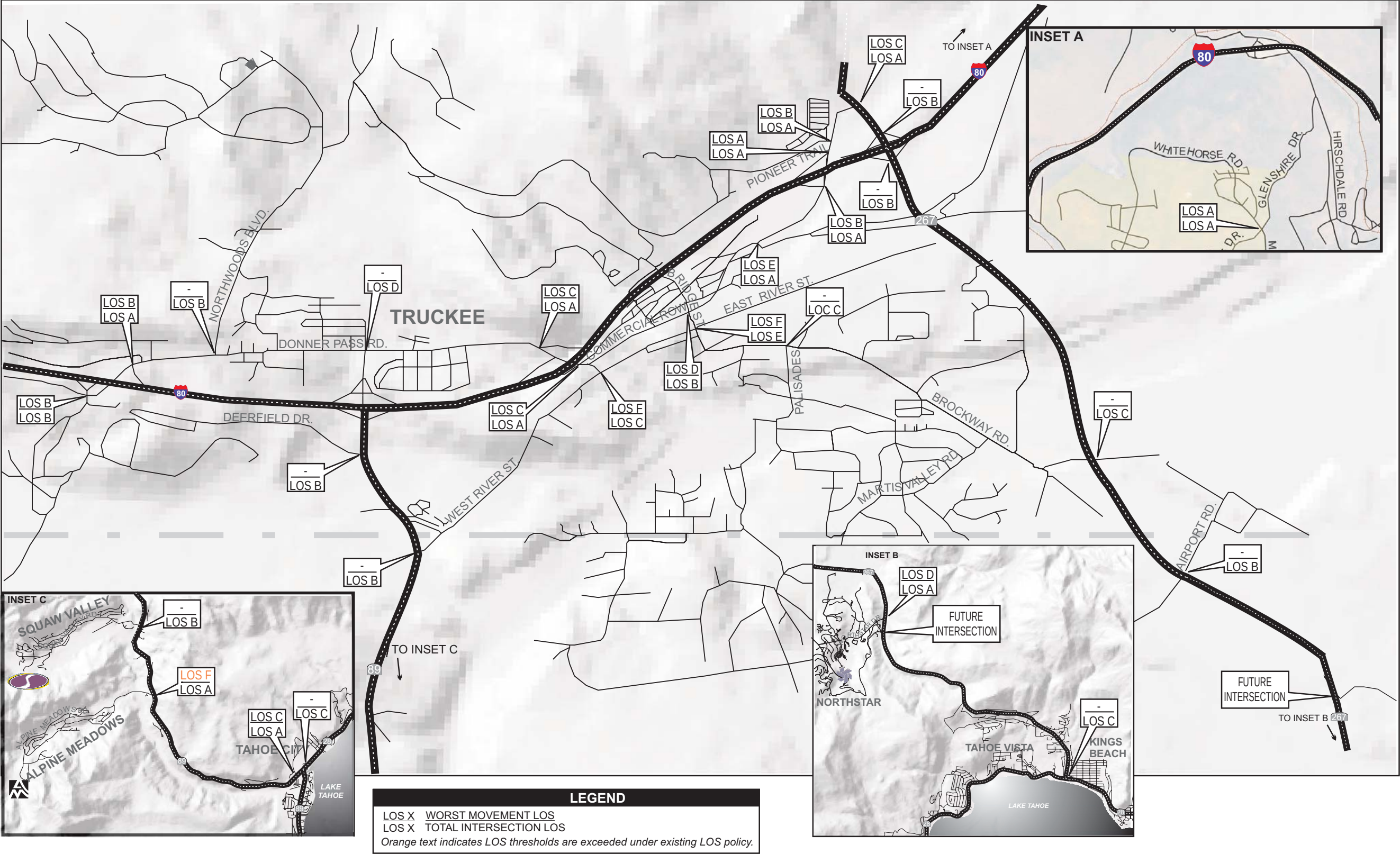
TABLE 5: EXISTING SUMMER PM PEAK-HOUR 2003 INTERSECTION LOS

#	Intersection	Relevant LOS Standard	Total Intersection LOS
1	Donner Pass Road/Cold Stream Road/I-80 Eastbound Ramps	D	B
2	Donner Pass Road/I-80 Westbound Ramps (Western Interchange)	D	A
3	Donner Pass Road/Northwoods Boulevard	D	B
4	SR 89 South/Donner Pass Road	D	D
5	SR 89 South/Deerfield Drive	D	B
6	SR 89 South/West River Street	D	B
7	Donner Pass Road/I-80 Westbound Off Ramp (Central Interchange)	D	A
8	Donner Pass Road/I-80 Eastbound Off Ramp (Central Interchange)	D	A
9	West River Street/McIver Crossing	D	C
10	Donner Pass Road/Bridge Street *	E	B
11	Bridge Street/West River Street	E	D
12	Brockway Road/Palisades Drive	E	C
13	Donner Pass Road/Glenshire Drive	E	A
14	Donner Pass Road/I-80 Eastbound Off Ramp (Eastern Interchange)	D	A
15	Donner Pass Road/I-80 Westbound On Ramp (Eastern Interchange)	D	A
16	Donner Pass Road/Pioneer Trail	D	A
17	Donner Pass Road/SR 89 North	D	A
18	SR 267/I-80 Westbound Ramps	D	B
19	SR 267/I-80 Eastbound Ramps	D	B
20	SR 267/Brockway Road	D	C
21A	Glenshire Drive/Whitehorse Drive/Martis Peak Road	D	A
21	SR 267/Schaffer Mill Road/Airport Road	D	B
23	SR 267/Northstar Drive	D	A
25	SR 267/SR 28	D	C
26	SR 89/Squaw Valley Road	E	B
27	SR 89/Alpine Meadows Road	E	A
28	SR 89/Fairway Drive	E	A
29	SR 89/SR 28 "Wye"	E	C

* Level of Service at all study intersections was evaluated using HCM 2000 methodologies except at the Bridge Street/Donner Pass Road intersection, which was analyzed using a specialized approach that included the use of adjusted gap acceptance factors determined through field delay measurements.

Figure 4

2003 UNMITIGATED SUMMER PM PEAK HOUR LOS



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Although use of the updated HCM standards does not strictly conform with Town policy regarding calculation of roadway capacity, it is the recommendation of the General Plan traffic consultant that these standards be applied. Since the *Level of Service Criteria Study* relied, at the time it was published, on the most up-to-date factors described in the HCM, it is logical to update those factors based on the more recent published standards. The estimated capacities of all roadway types in Truckee, based on HCM 2000 with an adjustment incorporated to reflect a more conservative estimate of capacity, are shown in Table 6.

TABLE 6: TOWN OF TRUCKEE PEAK HOUR ROADWAY CAPACITY (PER LANE) BY TYPE

Roadway Type	Hourly Capacity per Lane per Direction	
	Level of Service D	Level of Service E
State Highway	1,850	2,080
Minor Arterial	1,420	1,600
Commercial Row	1,070	1,200
Collector	890	1,000
Local Road	500	530

Source: LSC Transportation Consultants, Inc.

In addition to the capacities identified in Table 6 for Highway, Arterial, Collector, and Local Roadway, a special capacity is identified for the “Commercial Row” segment of Donner Pass Road between Bridge Street and Spring Street. The special capacity reflects the special conditions present along this roadway, including the capacity reduction effects of the on-street angled parking and high levels of pedestrian crossing activity. It is estimated that these conditions result in a capacity along Commercial Row that is approximately 70 percent of the roadway capacity along the remainder of Donner Pass Road.

2. Placer County Roadway Capacity Standards

Capacity standards for roadway segments located within Placer County are determined based on criteria established in the Placer County General Plan. Study roadway segments within Placer County include the portion of SR267 that is located south of Brockway Road, SR 28, SR 89 from the West River Street intersection and to the south, Northstar Drive, Airport Road, and Schaffer Mill Road.

Table 7 shows applicable standards for these two roadway types, as set forth in the *Placer County General Plan and Background Report*⁵. For arterial highways, the listed capacity reflects a two-lane rural facility, with flat terrain, operating at LOS E or better. In both cases, the figure reflects number of daily vehicles, per lane. TRPA does not have adopted roadway volume thresholds, and so this analysis utilizes Placer County volume thresholds, as described below, to evaluate study roadways within the Tahoe Basin.

⁵ Placer County, 1994.

TABLE 7: PLACER COUNTY, AVERAGE DAILY ROADWAY CAPACITY (PER LANE) BY TYPE

Roadway Types	Roadway Capacity (Daily Vehicles per Lane,)
Highway	12,500
Arterial	8,100

Source: LSC Transportation Consultants, Inc.

3. Roadway Capacity and Traffic Volumes Summary

Table 8 shows summer weekday PM peak-hour and Average Daily Traffic (ADT) volumes for each study roadway segment. The applicable roadway capacity thresholds are also listed, reflecting the fact that a peak-hour peak-direction standard is applied in Truckee, while a daily volume standard is applied in Placer County.

ADT along each study roadway segment was estimated by applying a factor to the peak-hour volume recorded in Summer 2003 for each roadway. This factor was determined by reviewing daily traffic count data along various roadways in the Town of Truckee and in portions of the traffic study area located in Martis Valley. In the case that ADT and peak-hour data was not available for a specific roadway, the ADT factor of a roadway with similar characteristics was applied.

A review of the peak-hour peak-direction volumes versus capacity (per the Town of Truckee standards) indicates that volume / capacity ratio is highest for Donner Pass Road west of SR 89 (at 70 percent), while the only other roadway segments for which volume exceeds 50 percent of capacity is Donner Pass Road west of the Central Truckee interchange, SR 89 on either side of West River Street. Considering the daily volumes versus capacity (per the Placer County standards), SR 267 volumes exceed more than 50 percent of capacity from the Truckee town boundary to Brockway Summit. As the table also indicates, SR 89 immediately south of SR 28 in Tahoe City is currently operating below LOS E or at LOS F.

G. Transit Services

This section describes existing transit services that serve the Town of Truckee, including local and regional bus and rail transit:

1. Local Bus Transit Services

a. Truckee Trolley

The Truckee Trolley is a public-private partnership between the Town of Truckee and several private organizations. Service is provided seven days per week from roughly 7:00 AM to 6:00 PM during the winter months. In the non-winter months, one bus is operated Monday through Saturday between the Truckee Train Depot and the west end of Donner Lake between roughly 9:00 AM and 5:00 PM. No service is offered during the non-winter months between Noon and 1:00 PM, while drivers take lunch breaks.

TABLE 8: EXISTING 2003 SUMMER WEEKDAY PM PEAK-HOUR AND ADT TRAFFIC VOLUMES

Roadway Segment		LOS Threshold	Peak-Hour Two-Way Volume	Peak-Hour Peak-Direction Volume	ADT Factor	ADT	Maximum Allowable Peak-Hour Volume per Lane to Obtain LOS Threshold	Maximum Allowable Two-Way ADT to Obtain LOS Threshold	LOS Threshold Exceeded?
1.	Donner Pass Road immediately west of Cold Stream Road	D	712	360	11.45	8,150	1,420	NA	No
2.	Northwood Boulevard immediately north of Donner Pass Road	D	958	492	12.45	11,930	890	NA	No
3.	Northwoods Boulevard immediately south of Northwoods Boulevard	D	1,074	579	12.45	13,370	890	NA	No
4.	Donner Pass Road immediately west of SR 89 South	D	1,893	986	11.45	21,670	1,420	NA	No
5.	Deerfield Drive immediately west of SR 89 South	D	977	547	11.45	11,190	1,420	NA	No
6.	West River Street immediately east of SR 89 South	D	694	395	11.45	7,950	1,420	NA	No
7.	SR 89 South immediately south of West River Street	D	1,219	617	11.48	13,990	1,850	NA	No
8.	SR 89 South immediately north of West River Street	D	1,435	758	11.77	16,890	1,850	NA	No
9.	Donner Pass Road immediately west of the Central I-80 Interchange	D	1,465	789	11.45	16,770	1,420	NA	No
10.	McIver Undercrossing	E	618	355	11.45	7,080	1,600	NA	No
11.	Bridge Street under I-80	E	20	10	11.45	230	530	NA	No
12.	Donner Pass Road immediately west of Bridge Street	E	862	468	11.45	9,870	1,600	NA	No
13.	West River Street immediately west of Bridge Street	E	815	449	11.45	9,330	1,600	NA	No
14.	Bridge Street immediately south of Donner Pass Road	E	923	490	11.76	10,850	1,600	NA	No
15.	Brockway Road immediately east of Palisades Road	D	952	482	11.76	11,200	1,420	NA	No
16.	Glenshire Drive immediately east of Donner Pass Road	D	743	430	10.54	7,830	1,000	NA	No
17.	Glenshire Drive immediately east of Martis Peak Road	D	230	142	10.54	2,420	1,420	NA	No
18.	Hirschdale Road Drive immediately south of I-80.	D	415	286	10.65	4,420	1,420	NA	No
19.	Donner Pass Road immediately north of Pioneer Trail	D	621	369	11.45	7,110	1,420	NA	No

						Maximum Allowable Peak-Hour Volume per Lane to Obtain LOS Threshold	Maximum Allowable Two-Way ADT to Obtain LOS Threshold	LOS Threshold Exceeded?
Roadway Segment	LOS Threshold	Peak-Hour Two-Way Volume	Peak-Hour Peak-Direction Volume	ADT Factor	ADT			
20. Pioneer Trail immediately west of Donner Pass Road	D	290	145	11.45	3,320	890	NA	No
21. SR 89 North between Alder Drive and Donner Pass Road	D	979	507	8.99	8,800	1,850	NA	No
22. SR 267 immediately south of I-80	D	1,014	564	11.81	11,980	1,850	NA	No
23. SR 267 at the Truckee/Placer County line	D	1,307	688	11.81	15,440	1,850	25,000	No
24. Brockway Road immediately west of SR 267	D	825	423	11.45	9,450	1,420	NA	No
25. Airport Road immediately east of SR 267	D	249	149	8.1	2,020	NA	16,200	No
26. Schaffer Mill Road immediately west of SR 267	D	165	122	12.0	1,980	NA	16,200	No
27. SR 267 between Airport Road and Northstar Drive	E	1,121	590	11.81	13,240	NA	25,000	No
28. Northstar Drive immediately west of SR 267	D	332	208	14.71	4,880	NA	16,200	No
29. SR 267 over Brockway Summit	E	1,005	574	11.81	11,870	NA	21,000	No
30. SR 28 immediately west of SR 267	E	2,017	1,057	11.04	22,270	NA	50,000	No
31. SR 28 immediately east of SR 267	E	2,304	1,182	11.04	25,440	NA	50,000	No
32. SR 28 immediately east of SR 89	E	1,491	959	16.57	24,700	NA	25,000	No
33. SR 89 immediately south of SR 28	E	2,224	1,142	11.39	25,330	NA	25,000	Yes
34. SR 89 immediately west of SR 28	E	1,931	1,074	11.39	22,000	NA	25,000	No
35. SR 89 immediately south of Alpine Meadows Road	E	1,588	818	10.06	15,980	NA	25,000	No
36. SR 89 between Alpine Meadows Road and Squaw Valley Road	E	1,487	830	10.06	14,960	NA	25,000	No
Note: NA = Not Applicable								
Roadway Intx LOS.xls								

Source: LSC Transportation Consultants, Inc

During the winter months, three Truckee Trolley routes operate:

- ◆ **Route A** originates at the Truckee Train Depot, operates along Donner Pass Road to Sugar Bowl Ski Area, with major bus stops at the Tahoe Forest Hospital, the Gateway Shopping Center, the Factory Outlet Stores, and Donner Lake. Service is provided on hourly headways.
- ◆ **Route B** originates at the Truckee Train Depot, operates along SR 267 to Northstar Village, with major bus stops at Hilltop, 7-Eleven/Truckee Regional Park and Truckee Tahoe Airport. Service is provided on hourly headways.
- ◆ **Route C** originates at the Tahoe Sands Resort in Tahoe Vista, and travels along the Highway 28 and 267 corridors to Northstar Village. Service is provided on hourly headways. One morning and one evening trip to Cal-Neva (in Crystal Bay, Nevada) is provided daily.

The one-way fare is \$1.00, with a discounted fare of \$0.50 for seniors, disabled, and children between the ages of 5 and 15. Northstar-at-Tahoe Ski Resort directly pays for employee and guest riders from both Truckee and the North Shore of Lake Tahoe to its resort, and Sugar Bowl Ski Area directly contributes for transit services to its resort (*Eastern Nevada County Transit Development Plan*, LSC, 2003).

b. Truckee Dial-A-Ride

Since 2003, the Town of Truckee has contracted with Aztec for operation of the Truckee Dial-A-Ride program. Truckee Dial-A-Ride provides curb-to-curb demand response service to persons with disabilities with ADA certification and the general public. The Dial-A-Ride service area is generally the Town of Truckee corporate limits.

Service is provided between 7:00 AM and 7:00 PM Monday through Friday, with Saturday service provided from 9:00 AM to 5:00 PM. No Dial-A-Ride service is provided on Sundays, although Truckee Trolley service is provided on Sundays during the winter months. The Dial-A-Ride van is typically scheduled to drop off passengers at the Senior Center each weekday at 9:00 AM and 1:00 PM and to pick them up at 10:30 AM and 2:30 PM for their return trip. Reservations are required no later than the day before a trip is needed, but no sooner than 14 days in advance of trip time. Subscription service is also offered, and same day requests are accommodated on a space-available basis. There is no service available between the hours of Noon and 1:00 PM, while drivers take their lunch break. General public fares are \$3.00 per one-way passenger-trip, and senior/disabled fares are \$1.00 per one-way passenger-trip. Discounted punch passes are also available (*Eastern Nevada County Transit Development Plan*, LSC, 2003).

c. Tahoe Area Regional Transit

Since December 1991, Tahoe Area Regional Transit (TART) in partnership with the Town of Truckee has been operating transit service between Truckee and Tahoe City along the SR 89 corridor. TART is operated by the Placer County Department of Public Works. This service operates seven days a week, 8:30 AM to 5:30 PM, providing two-hour headways. Additionally, between December 14 and April 14, additional departures are provided at 6:30 AM and 7:30 AM. The fare is \$1.25 per one-way trip for the general public, and \$1.00 per one-way trip for seniors, persons with disabilities and children aged 12 years and under. Various multi-ride passes are also available. Complementary ADA services are not required as part of TART's SR 89 service, since it qualifies as commuter service (*Eastern Nevada County Transit Development Plan*, LSC, 2003).

d. No Stress Express

No Stress Express is an airport shuttle service operating between the North Shore and Truckee area and the Reno/Tahoe International Airport. The shuttle service operates seven days a week, with 21 one-way runs per day to the

airport. Service is provided between 5:00 AM and 10:35 PM. Passenger fares range from \$47.00 to \$67.00 (No Stress Express Website, www.nostressexpress.com).

2. Greyhound Lines, Incorporated

Greyhound provides bus service between Reno and Truckee seven days a week. Passengers are dropped off in Truckee at the Truckee Train Station in the downtown Commercial Row area. This location is considered a flag stop. Two westbound runs are provided from Reno, departing at 9:30 AM and 3:30 PM, with an average travel time of 1 hour. Three eastbound runs are provided from Truckee, departing at 5:30 AM, 11:35 AM, and 5:40 PM with an average travel time of 1 hour. One-way passenger fare is \$11.50 (Greyhound Website, www.greyhound.com).

3. Amtrak

Amtrak provides westbound rail service between Reno and Truckee seven days a week, as part of the California Zephyr route between the Bay Area and Chicago. Westbound service departs Reno at 9:14 AM arriving in Truckee at 10:15 AM. Eastbound service departs Truckee at 2:43 PM arriving in Reno at 3:58 PM (Amtrak Website, www.amtrak.com).

II. MODEL DEVELOPMENT

The following section documents the development of a computer-based transportation model for the Town of Truckee, California and nearby. Besides documenting the model itself, this section also presents an explanation of the development of land use quantities used in the transportation model.

H. Overview of Modeling Process

A transportation demand network model is a computerized representation of the transportation system. A model is useful for comparing the impacts of various growth assumptions and for evaluating alternative transportation improvement programs. Although it would also be possible to use growth factors based on the recent trends to project future traffic volumes, a model allows the use of better projections of growth within the region, accounting for subarea development. Computerized transportation models are also the best means by which to evaluate the interchange of traffic between various land uses, and to consider the effects of traffic congestion on travel times and driver route choice.

Among the various computer software modeling packages, the TransCAD software package was selected for the Town of Truckee model as it provides the necessary modeling capabilities while providing GIS opportunities that can be used to coordinate transportation and land use planning and to better communicate the results of the traffic analyses in graphical forms. In addition, it is well-supported by its developer and is being used by many other agencies in the region.

Transportation models, by definition, are representations of travel choices made by individuals across a geographic area, impacting physical structures such as roads, bridges, parking areas, and intersections. Each model should rely on sound behavioral theory of how individuals make travel choices. The structure of choice sequences suggested by the model and the variables used in the model should reflect a logical process of decision-making followed by travelers in deciding when, where, and how to travel.

The travel choices of individuals are most commonly represented in the United States by what is referred to as the "four-step process." These four steps represent the thought processes of the individual. The individual makes four travel decisions as follows: the decision that a trip is necessary to fulfill some need or purpose (generation), the decision where that need/purpose is best fulfilled (distribution), the decision of which means is best to get there (mode choice), and the decision of which route to take (trip assignment).

Geographic patterns are represented by data considered to be at the heart of individual travel decisions: where people live, where people work, and where people recreate, shop, or otherwise interact. The specific data proposed for use in this project are discussed more fully below.

Land use quantities are represented by a series of Traffic Analysis Zones (TAZs). A total of approximately 140 TAZs were defined to encompass the model area. TAZs were generally defined to follow property lines, and to accurately reflect vehicular access to/from the roadway network. As discussed in detail below, land use quantities were developed to reflect existing uses within each TAZ.

The physical structures of travel are represented through a combination of links (paths) and nodes (intersections or transfer points). Zone centroids are special types of nodes associated with both the TAZ data mentioned above and the origins and destinations of an individual's trips. The links typically have a travel time associated with them, either explicitly given or inferred from speed and distance information.

As with any representation of a real system, there are associated limitations. To minimize the effects of these limitations, the model is "calibrated" so that it matches reality for all critical links in the system. In other words, adjustments are made until the modeled traffic volumes approximate existing traffic volumes, often referred to as "ground counts." Once the model is calibrated, then and only then can the model be used to estimate future travel patterns and volumes.

I. Model Study Area

The model was developed to encompass the Town of Truckee and Martis Valley area of Placer County (the portion of Placer County in the Martis Creek drainage) as well as the following areas of unincorporated Nevada County adjacent to Truckee:

- The Tahoe – Truckee Airport;
- The parcels immediately west of Tahoe Donner; and
- The Raleys property immediately east of Glenshire and nearby residences accessed off of Hirschdale Road.

The study area has the following external nodes:

- I-80 west of the Donner Lake Road interchange
- I-80 east of the Hirschdale Road interchange
- SR 89 north of Alder Creek Road
- SR 89 south of West River Street
- Donner Pass Road west of Wolfe Drive
- Prosser Dam Road North of Prosser Reservoir
- SR 267 south at Brockway Summit

J. Model Design Season, Time of Day, and Day of Week

As the existing Town policy is to analyze summer peak-hour conditions, the existing Truckee General Plan Traffic Model is based upon the summer Friday peak-hour design period. A review of count data collected the summer of 2003 indicates the following:

- Traffic data collected along Donner Pass Road (DPR) immediately west of Meadow Way (Friday, July 18, 2003 to Wednesday, September 24, 2003) indicates that of the days on which the 30 highest peak-hour volumes occurred, the most (nine) occurred on a Friday.
- Of these nine days, four of the peak hours occurred between 10:00 AM and 2:00 PM, three occurred between 2:00 PM and 4:00 PM, and two occurred between 4:00 PM and 6:00 PM.
- Summer hourly count data along SR 267 immediately north of Northstar Drive (Tuesday, July 8, 2003 to Tuesday, July 15, 2003) provided by Caltrans indicates the peak hour along SR 267 occurs on Fridays from 4:00 PM to 5:00 PM. The same is true of data collected by Caltrans for the same time period along SR 89 immediately north of Squaw Valley Road.
- The count data collected along Bridge Street across the railroad tracks from August 22, 2003 to September 22, 2003 indicates that peak-hour volumes on Fridays can occur anytime between noon and 5:00 PM.
- The peak-hour volumes along the residential streets within Truckee (Northwoods Boulevard, Glenshire Drive, Hirschdale Road, Alder Creek Road, Rainbow Avenue, Prosser Dam Road) occurred between 4:00 PM and 6:00 PM.

It can be determined from this data that the peak-hour conditions occur most consistently on Fridays from 4:00 PM to 6:00 PM.

One issue is whether or not school traffic should be included as a part of the model. To answer this, traffic volumes collected along Donner Pass Road in July, August, and September were reviewed. Of the top 30 peak hours recorded along Donner Pass Road, only three (the 8th, 27th, and 28th highest volumes) occurred during September when school was in session. Therefore, the model is based on peak summer conditions only, as this eliminates the time-intensive requirements associated with a second model to analyze school traffic and still ensures that peak conditions are analyzed. However, the lack of school-related traffic in the model needs to be considered in conducting studies for roadways near school sites to ensure that true worst-case scenarios are evaluated.

For analysis, it is necessary to adjust the counts conducted on various days to reflect a consistent design period. It is standard engineering practice for the design period to reflect a busy but not absolute peak day, in order to ensure that any modifications are not needed on only a few days or hours per year. The model reflects the 10th highest summer PM peak-hour volume as the design period. The development of the summer 2003 design volumes is detailed in Sub-Appendix A.

K. Transportation Network and Zonal Structure

The transportation network in a travel demand model is a simplified representation of the real world. While it is simplified, it should contain all of the transport options available for individuals in order to have useful forecasting properties. The model represents the actual network as a series of links and nodes. TransCAD's mapping database was used to code the following data:

- Link speeds (free-flow based on posted speed limits);
- Directions of travel (one- or two-way);
- Link capacity (the product of lane capacity and number of lanes); and
- Location of the end nodes

An existing link network in GIS format was obtained from the Truckee Donner Public Utility District. This network was carefully reviewed to ensure a complete network that represents the study area roadway network, and to remove minor unpaved roads not used for through traffic. This network was then classified into the following four categories for purposes of the model:

- Interstate highways
- Other state highways (major arterials)
- Minor arterials
- Local streets

While default values were identified for each category, changes from these default values were made as part of the calibration process (as discussed below) to reflect differences in conditions, especially speeds in more congested areas or where site visits indicate speeds deviate substantially from posted speeds. However, the default values of each roadway type were as follows:

- Interstate highways
 - Capacity = 2,000 vehicles per hour per lane
 - Travel Speed = 65 miles per hour
- Other state highways (major arterials)
 - Capacity = 1,600 vehicles per hour per lane
 - Travel Speed = 55 miles per hour
- Minor arterials
 - Capacity = 1,000 vehicles per hour per lane
 - Travel Speed = 35 miles per hour
- Local streets
 - Capacity = 500 vehicles per hour per lane
 - Travel Speed = 25 miles per hour

The same TAZ structure used in the old 1995 Truckee model was used, with the following modifications:

- The TAZ located immediately east of SR 89 North was split in three to better represent how the Prosser Lakeview and planned Gray's Crossing developments will access SR 89 and Prosser Dam Road.
- The TAZ located immediately west of SR 89 North was split in two to better represent how land uses along Pioneer Trail, Comstock Way, and Alder Drive will access SR 89.
- TAZ boundaries were adjusted to avoid crossing the Town of Truckee Town limits in order to improve our ability to isolate the Town's traffic impacts from those generated by adjacent jurisdictions.
- A new TAZ was also added to represent the Raleys residential development located to the east of Glenshire.

Maps depicting the proposed TAZ boundaries and link network may be found in Sub-Appendix C. This Sub-Appendix also contains information regarding the model calibration.

The TAZ structure was developed to model traffic volumes through the intersections identified below:

North/South Roadway		East/West Roadway
South Shore Drive	/	Donner Pass Road
I-80 West Interchange	/	Donner Pass Road
Northwoods Boulevard	/	Donner Pass Road
SR 89 South	/	Donner Pass Road
I-80 Central Interchange	/	Donner Pass Road
McIver Crossing	/	Donner Pass Road
Spring Street	/	Donner Pass Road
Bridge Street	/	Donner Pass Road
Keiser Avenue	/	Donner Pass Road
North/South Roadway		East/West Roadway
Glenshire Drive	/	Donner Pass Road
I-80 East Interchange	/	Donner Pass Road
Northwoods Boulevard	/	Northwoods Boulevard
SR 89 North	/	Alder Creek Road
SR 89 North	/	Prosser Dam Road/Alder Drive
SR 89 North	/	Donner Pass Road
SR 89 North	/	Pioneer Trail
SR 89 South	/	I-80 Interchange
SR 89 South	/	Deerfield Drive
SR 89 South	/	West River Street
SR 267	/	I-80 Interchange
SR 267	/	Brockway Road/Soaring Way
SR 267	/	Airport Road/Schaffer Mill Road
SR 267	/	Northstar Drive
Hirschdale Road	/	I-80 Interchange
Prosser Village Road	/	I-80 Interchange
Donner Lake Road	/	I-80 Interchange

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North/South Roadway		East/West Roadway
Hirschdale Road	/	Glenshire Drive
Brockway Road	/	West River Street
Brockway Road	/	South River Street
Brockway Road	/	Hilltop Road
Brockway Road	/	Palisades Drive
Brockway Road	/	Martis Valley Road
McIver Crossing	/	West River Street
Comstock Way	/	Alder Drive
Comstock Way	/	Pioneer Trail
Bridge Street	/	Jibboom Street

The model is not designed to accurately reflect traffic conditions at other intersections.

L. Modal Split Analysis

Modal split (also known as mode choice) is the step in transportation modeling that estimates the portion of trips made using various modes. In general, the available modes will vary by area and level of detail in the model, but may include drive-alone auto, shared-ride auto, local bus, bicycle, and pedestrian. According to the 2000 U.S. Census data, residents of Truckee use the modes shown in Table 9 to travel to work.

As the percentage of non-vehicular travel within the town is so small, including mode split in the analysis would greatly complicate the model with likely no benefit to accuracy. The model, therefore, considers vehicular traffic only (a vehicle-trip model) rather than all transportation modes. It is more accurate in areas with low alternative mode splits to estimate bicycle, pedestrian, and transit travel directly rather than through a mode split model.

M. Trip Generation

Trip ends are classified as being either a production (defined as either end of a home-based trip or origin of a non-home based trip) or an attraction (the non-home end of a home-based trip or the destination end of a non-home based trip). Separate models are typically used to predict productions and attractions. Variables used as predictors of trip productions usually include information regarding household income, auto ownership, number of workers per household, residential density, and distance of zone from the central business district. Trip attraction predictors usually include zonal employment levels, zonal floor space, and/or accessibility to the work force.

1. Land Use Data

a. Existing Residential Land Use Data

Data provided by the Truckee Donner Public Utility District (TDPUD) was referenced in order to determine the number of single-family dwelling units contained in each TAZ. Specifically, the TDPUD provided data in GIS format regarding single-family parcels throughout Truckee. The data contains information regarding whether each single-family dwelling unit lot is vacant or has a house built on it. Therefore, each non-vacant single-family lot was counted as a single-family dwelling unit.

Table 9: Truckee Resident Travel Modes

Mode	Percentage of Total to Work Travel
Drove Alone	74.5%
Carpooled	14.1%
Public Transit	0.3%
Motorcycle	0.2%
Bicycle	0.7%
Walked	2.9%
Other Means	0.4%
Worked at Home	6.8%

Source: 2000 U.S. Census Data

The data contained in the TDPUD files for multi-family units is less complete as one parcel may have several multi-family units. In addition, LSC's review of the TDPUD data found that many of the multi-family developments were not identified. Therefore, the number of multi-family dwelling units in each neighborhood was estimated as follows:

1. The parcels that were identified as multi-family parcels in the TDPUD maps were identified by Assessor Parcel Number (APN).
2. These APNs were then sent to the Town of Truckee Planning Department. The Planning Department provided information regarding the number of units built on each parcel.
3. Next, the Truckee Zoning maps were referenced to determine what parcels are zoned for multi-family residences. LSC staff traveled to each parcel that was not identified in the TDPUD data as containing multi-family residences but was zoned multi-family to determine if 1) multi-family units were built, and 2) how many units were built.
4. Managers of the different mobile home parks were contacted to determine the number of mobile home units.

The TDPUD data also contained information regarding vacation homes. However, based upon discussion with Ian Fitzgerald (TDPUD GIS Department), a single-family dwelling unit that is rented out may have been considered a second home in the PUD database. The number of homes that are occupied full-time compared to those that are only used occasionally throughout the year is a required input of the model. Therefore, to estimate the number of homes that are vacation homes versus primary homes, LSC referenced the 2000 Census data.

The 2000 Census defines a vacant housing unit as follows:

“A housing unit is vacant if no one is living in it at the time of enumeration, unless its occupants are only temporarily absent. Units temporarily occupied at the time of enumeration entirely by people who have a usual residence elsewhere are also classified as vacant.”

In addition, vacancy status is determined by the terms under which the unit may be occupied (e.g., for rent, for sale, or for seasonal use). Therefore, it was possible to estimate the percentage of homes that are seasonal homes and full-time

residences (owned or rented) by 2000 Census block group and TAZ throughout the Town of Truckee. This data was analyzed at the block level (sub-area of a block group) for the smaller TAZs contained within the Central Truckee and Downtown areas.

The same percentages were applied to both the single-family dwelling units and multi-family dwelling units in Truckee, as the 2000 Census summary tables do not yet provide vacancy type data by single-family and multi-family residence.

b. Existing Non-Residential Land Use Data

Non-residential land uses were determined using the following methods:

1. The TDPUD data included a building footprint for most buildings in the Town of Truckee along with database files containing the total square footage of each building.
2. Additional site visits were made by LSC staff to Truckee to identify the specific use (commercial, professional, or industrial) of all non-residential buildings identified by a TDPUD footprint, and to identify and quantify multistory buildings.
3. Unfortunately, the TDPUD building data was not 100 percent complete. Therefore, the Truckee Building Department was contacted to provide square footage for the majority of these missing buildings. However, the Town was missing such data for some of the older buildings contained in the Town. For such properties, dimensions were estimated by LSC staff via measurements in the field.
4. As many buildings in Truckee contain a mixture of commercial and professional businesses, rough estimations were made as to the percentage of the different uses within these buildings.
5. The Truckee Donner Recreation and Park District provided a list of the acreage of all parks within the Town limits.
6. Land use information for golf courses, campgrounds, hotels, and the special generators were obtained by contacting the respective property managers via telephone.

The data collected was summarized by LSC and verified by Town of Truckee Planning staff. Land use quantities for parcels contained in Martis Valley were estimated by updating the 2001 land use data collected as a part of the Martis Valley Community Plan EIR. The existing land use data by TAZ is presented in Sub-Appendix C.

2. Trip Productions

For home-based trips, the production end is always at the residence location. Therefore, dwelling units or lodging facilities may create many trip productions. The other end of a home-based work trip is always an attraction. Places of employment "generate" trip attractions for home-based work trips. To restate, the production ends of home-to-work and work-to-home trips are both at the residence. The definition for home-based other trips (non-work trips with one end at home) is the same. The residential end of the trip is always the production. The other end of the trip is always

the attraction. In contrast, for non-home based (NHB), internal-to-external (IE) trips, external-to-internal (EI) trips, and external-external (EE) trip productions are the origins of the trip and trip attractions are the destinations.

In the 1995 Town of Truckee model, the number of residential dwelling units was used to calculate trip productions. Specifically, the number of single-family permanent homes, single-family vacation homes, multi-family permanent homes, multi-family vacation homes, and mobile homes were used. It is also possible to use variables such as population, household size, or household income to identify trip productions. However, for each variable used projections must be made to estimate future conditions. The number of dwelling units would be fairly simple to project, as the General Plan land use designations have maximum residential density thresholds associated with their acreage. However, developing 20-year projections on population and household income would be very difficult. It was therefore determined that the model should be based upon land use quantities.

a. Residential Trip Generation

In the summer of 2003, LSC conducted traffic counts isolating the Prosser Lakeview, Glenshire, and Tahoe Donner neighborhoods to determine the amount of traffic that enters and exits each neighborhood throughout a summer day and during the PM peak hour. Also, by evaluating the design volumes at the Brockway Road/Palisades Drive and Brockway Road/Martis Valley Road intersections, the Ponderosa Palisades/Sierra Meadows neighborhood trip generation could also be isolated. Residential trip generation rates were then based upon this data by applying appropriate reductions to the following standard ITE rates, as described in the Trip Generation Manual:

- ITE Land Use 210: Single-Family Detached Housing – “Single-family detached housing includes all single-family detached homes on individual lots. A typical site surveyed is a suburban subdivision.”
- ITE Land Use 220: Low-Rise Apartment – “Apartments are rental dwelling units that are located within the same building with at least three other dwelling units, for example quadraplexes and all types of apartment buildings.”
- ITE Land Use 230: Residential Condominium/Townhouse – “Residential condominium/townhouses are defined as single-family ownership that have at least one other single-family owned unit within the same building structure. Both condominiums and townhouses are included in this land use.”
- ITE Land Use 260: Recreational Homes – “Recreational homes are usually located in a resort containing local services and complete recreational facilities. These dwellings are often second homes used by the owner periodically or rented on a seasonal basis.” Consistent with traffic analyses recently conducted by LSC in both the Town of Truckee and Martis Valley, this land use category is be used to represent second or vacation homes.

Residential trip rates were determined as follows:

1. Traffic data was collected at the access points of four major residential areas in Truckee (Sierra Meadows/Ponderosa Palisades, Glenshire, Prosser Lakeview, and Tahoe Donner) during the summer of 2003.

2. Next, the number of dwelling units located in each of these neighborhoods was estimated, including how many single-family and multi-family units are primary (full-time) homes and how many are vacation (part-time) homes.
3. Finally, the trip rates estimated from the count data was compared to ITE rates. The model trip rates were then derived from this comparison.

Details regarding the derivation of the residential trip rate data are provided in Sub-Appendix D. The residential trip rates used in the model are shown in Table 10. As shown, a relatively low trip generation rate was observed for the

TABLE 10: RESIDENTIAL TRIP RATES

Residential Land Use	PM Peak-Hour Trip Rate Used in Model
SFDU Full-Time (dwelling units)	0.93
SFDU Vacation (dwelling units)	0.09
MFDU Full-Time (dwelling units)	0.57
MFDU Vacation (dwelling units)	0.09
Glenshire Full-Time SFDU (dwelling units)	0.65

Note: SFDU = single-family dwelling unit, MFDU = multi-family dwelling unit

Source: LSC Transportation Consultants, Inc.

Glenshire area. This reflects the relatively long travel distance from Glenshire for work, shopping or other trip purposes, which encourages residents to “group” their trips and results in a relatively low trip generation rate when observed at the residential area.

3. Trip Attractions

In order to determine the best method for estimating trip attractions, it is important to consider what type of data will be available to make future forecasts. As the model is used to evaluate the impacts of the build out of the Truckee General Plan alternatives, it is most advantageous to use the same land use categories contained in the Truckee General Plan to estimate future traffic conditions. The non-residential land use categories contained in the existing Truckee General Plan are as follows:

- Resource Conservation/Open Space [RC/OS]: Land uses allowed under this designation are open space uses such as forestry, ranching, mining, wildlife management, open space uses such as bikeways, trails, and access to the Truckee River and other public areas, and single-family residential development, where appropriate.
- Open Space Recreation [OSR]: Land uses allowed under this designation are recreational uses that are compatible with the natural surroundings, such as skiing, camping, golfing, horseback riding, and clustered residential or lodging uses.
- Public [PUB]: Land uses allowed in this designation are public parks and public facilities, including recreational facilities, government offices and schools, and mining where appropriate and compatible with adjacent and affected public uses.

- Public, Hospital/Office [PUB (H/O)]: Land uses allowed in this designation are hospital facilities and associated and related public and private offices, along with some residential uses.
- National Forest [NF]: Land uses allowed in this designation are those of the underlying land use designation should the parcels be transferred into private ownership.
- Industrial [IND]: Land uses allowed in this designation are all industrial uses, including manufacturing, processing, distributions, and storage.
- Commercial [C]: This land use designation allows the full range of commercial uses, including retail, offices, hotel/motel/inn uses, services, and mixed use commercial/residential uses.

While these land use categories can be used to estimate future square footage of industrial uses, they are not as useful in estimating the trip generation associated with recreational, commercial, and office trips, as there is substantial variation in traffic generation within these categories. Therefore, as shown in Table 11, the land use categories were refined to include additional land use categories, such as highway commercial, general commercial, general office, and medical/dental office. Individual trip rates were also applied to existing Camp/RV Sites and Churches. In addition, Truckee includes several specific land uses that are best considered as “special generators” that have unique trip generation characteristics. Special generators were identified as the airport, hospital, post offices, quarries, and the potential Sierra Nevada Community College satellite campus.

Trip rates for the non-residential land uses are presented in Table 11.

Please note that the commercial trip rates were estimated by applying the appropriate commercial trip rate to each existing commercial land use in the Town of Truckee. The traffic generated by all general commercial and service commercial uses was then divided by the corresponding total square feet of floor area to estimate a blended ITE trip rate. Through the calibration process it was determined that the general commercial trip rate resulting from the methodology did not generate sufficient traffic to correlate with observed traffic activity levels. Therefore, the general commercial trip rate was increased by approximately 20 percent until the trip generation of the commercial uses calibrated with existing traffic count data.

The trip rates used for the Martis Valley portion of the model are consistent with those used in the Martis Valley Community Plan EIR, excepting that the residential trips rates were reduced by 20 percent to calibrate to the 10th highest summer design period.

N. Trip Purposes

The definitions of productions and attractions depend somewhat upon the trip type being considered. The model uses the following seven trip types:

- (1) Home-Based Work (HBW),
- (2) Home-Based Other (HBO),
- (3) Non-Home Based (NHB),

TABLE 11: TRIP ATTRACTION TRIP RATES

Land Use Category	ITE Land Use Code	ITE Land Use	Rate	Per Unit
Lodging	310	Hotel	0.59	Rooms
Highway Commercial	Based upon blended ITE rate for all commercial uses in Truckee		23.14	1,000 sf floor area
General Commercial	Based upon blended ITE rate for all commercial uses in Truckee and adjusted via the calibration process-		6.08	1,000 sf floor area
General Office	710	General Office	1.49	1,000 sf floor area
Medical/Dental Office	720	Medical-Dental Office	3.72	1,000 sf floor area
Government Office	710	General Office	1.49	1,000 sf floor area
Light Industrial	110	Light Industrial	0.98	1,000 sf floor area
Warehousing	150	Warehousing	0.47	1,000 sf floor area
Golf Course	430	Golf Course	2.74	holes
Public Park	417	Regional Park	0.20	acres
Campsite/RV Park	416	Campground/Recreational Vehicle Park	0.37	campsites
Church	560	Church	0.66	1,000 sf floor area
MV Gen Com	814	Specialty Retail	2.59	1,000 sf floor area
MV Office	710	General Office	1.49	1,000 sf floor area
MV Golf Course	430	Golf Course	2.74	holes
Hospital	Traffic and Parking Study (LSC, December, 2000)		0.73	1,000 sf floor area
Airport	022	General Aviation Airport	0.3	flights per day
Post Office	Based Upon Meyers Post Office Relocation Traffic and Air Quality Study (LSC, January, 2000)		0.116	# of boxes
Quarry	Based Upon Revised VMT Analysis for Teichert Aggregates Facility (LSC, April, 2002)		0.06	1,000 tons hauled annually

Source: LSC Transportation Consultants, Inc.

- (4) Home-Based Recreational (REC),
- (5) Internal-External Trips (IE),
- (6) External-Internal Trips (EI),
- (7) External-External Trips (EE).

The percentage of each land use trip rate that generates each trip type is provided in Sub-Appendix E. These splits are based upon both LSC's knowledge of travel patterns in the area and efforts to make productions and attractions in the model area balance. In addition, the assumptions were made regarding the percentage of each trip type that generates trips external to the model area, detailed in Sub-Appendix E. The productions and attractions generated by TAZ in the 2003 model are also shown in Sub-Appendix E.

O. Trip Distribution

Trip distribution is the process of connecting the trip ends which have been generated for each of the analysis areas or TAZs. It is during this step that the linkage is made between all the trip productions and attractions. Trip distribution is

a significant element of the process because the trips between zones (trip interchanges) must eventually be accommodated by the transportation system. The distribution of trips is essential to estimating the traffic volumes on individual links and determining a level of service.

The particular trip distribution model which was used is a form of the “Gravity Model.” This model parallels Newton's Law of Gravitation and is based on the assumption that all trips starting from a given area are attracted to other areas in direct proportion to the number of trip attractions and in inverse proportion to the spatial separation between these areas. The spatial separation is measured in terms of the travel time (in minutes) between the two areas.

Data for trip distribution include the coded network for estimation of the travel time between TAZs, the productions and attractions by trip purpose from trip generation, and the gravity model parameters. Minimum travel time paths are computed for each of the possible origin and destination pairs. These travel times are then used to represent the spatial separation of the different origin and destination pairs.

The result of trip distribution is a trip table that indicates the number of productions for each analysis zone that is attracted by each zone. Friction factors are used to adjust the gravity model to account for trip lengths of certain types of trips. TransCAD allows the use of the following four gravity models:

- friction factor
- exponential and inverse power function
- gamma (combined)
- K factor

Although the gamma model was used in the 1995 model, the friction factor method was used for this model as it provided for better calibration of the friction factors by trip type. The friction factor method uses a friction factor lookup table to estimate friction factors for trips of different types and travel times. The model calibration process was started using the friction factors presented in *NCHRP Report 365: Travel Estimation Techniques for Urban Planning*⁶ and were adjusted as part of the model calibration process. In particular, the friction factors for recreational trips were adjusted to reflect the relatively high proportion of recreational trips remaining within planned residential / recreational developments (such as Tahoe Donner or Northstar). The final friction factors used in the model are provided in Sub-Appendix F.

1. Conversion of Productions and Attractions to Origins and Destinations

As productions and attractions are not the same as origins and destinations, the results of trip distribution (a production / attraction matrix) must be converted to origins and destinations. This is done by estimating the percent of each trip production and attraction that departs and returns during the peak hour. General assumptions used in this conversion are as follows:

- 95 percent of the home-based work trip productions return during the peak hour, while 5 percent depart.
- 40 percent of the home-based other trip productions return during the peak hour, while 60 percent depart.

⁶ Transportation Research Board National Research Council, Washington, D.C., 1998.

- 100 percent of the non-home-based trip productions depart during the peak hour (please note that a non-home-based production is defined as the trip origin).
- 85 percent of the recreational trip productions return during the peak hour, while 15 percent depart.

2. External Trips

External-external trips were estimated based upon the findings contained in the memorandum from Gordon Shaw of LSC to Tom Brinkman (Placer County Department of Public Works) and Dan Wilkins (Town of Truckee Department of Public Works) titled *Placer/Truckee Joint Traffic Impact Fee Study – Existing Traffic Patterns*⁷. In addition, the existing design peak-hour volumes for external points and specific traffic movements with high proportions of external trips (such as I-80 ramps) were used to adjust the external-external estimates. The results of the external analysis used in the model are shown in Sub-Appendix G.

P. Trip Assignment

Trip assignment models are used to estimate traffic flow on the network, using the origin-destination pairs generated in

trip distribution. The assignment of trips to the network relies on the determination of routes through the network based on the impedance or travel time of each link.

Various assignment procedures exist depending on the type of estimate desired. TransCAD provides six options for trip assignment as follows:

☐ All or Nothing	☐ User Equilibrium
☐ Capacity Restraint	☐ Stochastic User Equilibrium
☐ Incremental	☐ System Optimum

The Stochastic User-Equilibrium method, which uses an iterative process to achieve a solution based upon travel time and capacity, was used in the model. The solution reached is an assignment in which no travelers can improve their travel times by shifting routes or a state of “user-equilibrium.” In each iteration, network link flows are computed, which incorporate link capacity restraint effects and flow-dependent travel times. Stochastic user-equilibrium assumes travelers do not have perfect information concerning network attributes and / or they perceive travel costs in different ways.

The traffic assignment procedure uses the following link performance function to update travel times based upon the volume assigned to each roadway:

$$t = t_f \left[1 + a \left(\frac{v}{c} \right)^B \right]$$

⁷ LSC, September 17, 2002

where: T = Congested link travel time
 T_f = Link free-flow travel time
 v = Link volume
 c = Link capacity
 a, B = Calibration parameters

The values for A and B ($a = 0.84$ and $B = 5.5$) recommended by *NCHRP Report 365: Travel Estimation Techniques for Urban Planning*⁸ for small urban areas were used in the model.

Q. Model Calibration Process

The first steps in the calibration process are to conduct both screenline analyses and a point validation analysis. Screenline analysis is one way to compare the results of trip assignment with the traffic counts on roads, and to calibrate overall traffic generation rates and gravity model parameters. More precisely, it is a process of comparing the directional sum of ground count traffic volumes across a “screenline” or a cordon line cutting across the model network with the directional sum of the assigned traffic volumes across the same screenline or cordon line. Screenline analysis is a useful tool for the calibration of trip assignment models, and it can also be used for the more general purpose of calculating flows that cross a screenline.

A screenline is an imaginary line on a map, composed of one or more straight line segments. A screenline can run across a number of network links. When two ends of a screenline meet, it is called a “cordon line,” as it cordons off a specific sub-area. In screenline analysis, all the links crossed by each screenline form a group for which the total directional ground traffic counts and the total directional assigned volumes are calculated. The ratio between the two sums is then used as an indicator for the accuracy of the assignment results at the screenline location. The average of the ratios over all the screenlines can be used as a measure of the overall accuracy of the trip assignment. The screenlines used in the calibration process are shown in Sub-Appendix H, while the results of the screenline analysis are summarized in Table 12. As the table indicates, all two-way screenlines are within 19 percent of the ground counts, and most are within 10 percent. In general, the greater percent variation occurs on lower-volume screenlines, thereby indicating a small peak-hour volume difference.

Point validation represents a higher standard for calibration than is typically used. Not only are overall flows of traffic volumes compared, but also site-specific volumes. A calibrated model should provide results which are reasonably close for major links in the street network. Table 13 shows the two-way volume error range used in calibrating the network.

For low-volume links, a larger error range is acceptable because of the lack of congestion. A difference of 100 percent for volumes less than 100 vehicles per hour has little effect on congestion because less roadway capacity is being used. For higher volume roadways, the percentage error must be much smaller. These criteria are much more stringent than those suggested in *Highway Traffic Data for Urbanized Area Project Planning and Design*⁹. There are no similar published recommended standards for rural or resort areas.

⁸ Transportation Research Board National Research Council, Washington, D.C., 1998.

⁹ N.J. Pederson and D.R. Samdahl, 1982

TABLE 12: RESULTS OF MODEL SCREENLINE ANALYSIS

#	Screenline Name	Model-Generated In Flow	Count In Flow	In Ratio (Flow/Count)	Model-Generated Out Flow	Count Out Flow	Out Ratio (Flow/Count)	Model-Generated Total Flow	Count Total Flow	Total Ratio (Flow/Count)
1	Ponderosa Palisades	469	458	1.02	552	606	0.91	1,021	1,064	0.96
2	Tahoe Donner	754	645	1.17	806	822	0.98	1,560	1,467	1.06
3	Prosser Lakeview	166	147	1.13	209	231	0.91	375	378	0.99
4	Glenshire	380	269	1.42	476	568	0.84	857	837	1.02
5	Northstar Drive	181	124	1.47	214	208	1.03	396	332	1.19
6	SR 267 @ Placer Line	761	619	1.23	726	688	1.06	1,488	1,307	1.14
7	E-W Along RR Tracks	1,989	1,926	1.03	2,047	2,011	1.02	4,036	3,937	1.03
8	N-S Alder to DPR West of SR 89 South	2,150	2,313	0.93	1,978	1,901	1.04	4,129	4,214	0.98
9	N-S Alder to DPR East of McIver Crossing	2,649	2,904	0.91	2,313	2,440	0.95	4,963	5,344	0.93
10	I-80 to the West	1,089	934	1.17	1,212	1,367	0.89	2,302	2,301	1.00
11	I-80 to the East	1,302	1,130	1.15	1,582	1,781	0.89	2,885	2,911	0.99
12	SR 89 to the North	284	314	0.90	203	167	1.22	487	481	1.01
13	SR 267 to the South	490	431	1.14	542	574	0.95	1,033	1,005	1.03
14	SR 89 South	608	602	1.01	641	617	1.04	1,250	1,219	1.03
15	N-S West River to DPR	2,683	2,969	0.90	2,348	2,332	1.01	5,031	5,301	0.95
TOTAL of All Screenlines		15,955	15,785	1.01	15,849	16,313	0.97	31,813	32,098	0.99

TABLE 13: POINT VALIDATION ERROR RANGES

Peak-Hour Two-Way Traffic Volume	Error Range
<100	± 100%
100 - 399	± 50%
400 - 999	± 25%
1,000 - 10,000	± 15%
□ 10,000	± 10%

1. Issues Addressed in the Model Calibration Process

The following are some of the issues addressed during the development of the model:

- Calibration counts were conducted the first full year the SR 267 bypass was open. However, it typically takes several years in resort areas for traffic volumes to adjust to a new roadway, as a large portion of the drivers on the roadway are unfamiliar with the area and may only visit the area once or twice a year. Therefore, it is possible that ultimately a higher proportion of drivers will use the bypass than reflected in 2003 counts.
- Developing a set of design volumes to use in the calibration of the model was difficult as construction on I-80, Brockway Road, and Donner Pass Road occurred throughout the summer and impacted all counts. Construction projects occurring during traffic count periods were tracked, and adjustments made where and when necessary to reflect observed travel patterns under “normal” conditions. In addition, as the eastern Donner Pass Road / I-80 ramps were closed for the entire summer no counts could be conducted and volumes at the ramps are based upon estimates. In order to address this issue, supplemental counts were conducted along Donner Pass Road during the 2004 summer period.
- Modeling an urban area through which a freeway travels can be difficult because it greatly increases the number of route choices available to drivers, and makes traffic patterns particularly sensitive to changes in travel times. The fact that Truckee contains seven I-80 interchanges adds to this difficulty.
- Because of the wide variation in traffic activity in a resort areas such as Truckee associated with visitor traffic the development of calibration counts must rely more on estimating design day volumes than in an area which has a more typical commute pattern and thus more consistent day-to-day traffic levels.
- The count periods were impacted by traffic associated with construction of new subdivisions, such as Lahontan.
- While the number of TAZs used in the model was relatively high for the size of the study area, there were still specific links accessing residential neighborhoods that the TAZ system was not intended to accurately model.

2. Model Calibration Results

Iterative adjustments were made to the network model until the modeled link volumes were within the acceptable error ranges for observed volumes on key links within the network. Model parameters which establish the base-year model will be used in modeling the future growth projections and will be used to evaluate alternate transportation network improvements.

A copy of the model validation report may be found in Sub-Appendix H. The areas in which the model is not calibrating within the target error range can be explained as follows:

- Donner Pass Road East of Bridge Street – The traffic volumes generated by the model are lower than the model-generated traffic volumes. However, this is due mainly to the fact that the number of vehicles turning into Bridge Street to the north from the east is too high, which can be explained by the simplified TAZ structure, which does not take into account the extent of parking that occurs on street. This error is accounted for in the post-processing of the model-generated turning-movement volumes.
- Schaffer Mill Road East of SR 267 – The traffic volume generated by the model is too low. The relatively high design traffic volume is likely generated by homebuilding contractors working in the Lahontan project, as the actual counts were conducted in the summer of 2003 when development of the Lahontan area was very active.
- Brockway Road West of Palisades Drive – Traffic volumes generated by the model are approximately 210 vehicles per hour higher than those identified in the ground counts. However, as the model has generated traffic volumes to the east and west of this link that fall within the acceptable range, it has been determined that this discrepancy is due to day-to-day variation in traffic counts, and can be eliminated in post processing procedures.
- SR 89 North Between I-80 and Donner Pass Road – The fact that the model is generating more trips to this roadway and less to Donner Pass Road than the actual ground counts indicates that the model is forecasting greater use of the SR 267 bypass than was occurring at the time of our counts. However, it is reasonable to assume that the number of vehicles that travel this section of roadway will increase as regional drivers (particularly second-home owners and other regular visitors) become more familiar with the new roadway. Moreover, the existing calibration counts in this area are estimates, as ramp closures impacted the traffic patterns during the period available for the traffic counts. Therefore, the model-generated traffic volumes along this section of roadway have been determined to be reasonable.
- Donner Trail north of Donner Pass Road – In the model, this roadway link represents not only Donner Trail but also several access drives along Donner Pass Road. Therefore, the traffic volume along this roadway generated by the model overestimates actual traffic volumes. This discrepancy can be eliminated in post processing procedures.
- Pine Avenue South of Donner Pass Road – Like Donner Trail, this roadway link represents not only Pine Avenue but also several access drives along Donner Pass Road. Therefore, the traffic volume along this roadway generated by the model overestimates actual traffic volumes. This discrepancy can be eliminated in post processing procedures.
- I-80 Westbound off Ramp the SR 267 Interchange – The percent error at this ramp exceeds the suggested error range. However, the arithmetic difference between the ground counts and model-generated volumes are as follows:
 - I-80 Westbound Off Ramp/SR 267
 - Ground Count = 248
 - Model-Generated Count = 413

- Difference = 165
- Percent Difference = 67%

As the model-generated volumes calibrate along the links north of, south of, and east of this intersection, it was determined that these discrepancies can be eliminated in post processing procedures.

Please note that although the traffic volumes on I-80 at the external points of the model closely match existing I-80 counts (within 15 percent), the model has not been calibrated for I-80 links through Truckee as the volumes that occur on I-80 vary greatly by day and season and are mostly dependent on factors affecting through traffic levels that occur outside of the study area.

R. Development of Future General Plan Alternative Models

The location and amounts of development are important determinants of travel characteristics in any travel model. In order to develop a future condition traffic model, the land uses upon build out of the general plan alternatives were first developed and future productions and attractions are calculated. Next, the increases in external-external traffic volumes are estimated. Finally, the model network is updated to reflect any roadway or intersection improvements expected upon build out of the Truckee General Plan.

1. Development of Future Land Use Quantities for the Build Out of the 1996 General Plan

The following text explains the methodology used to estimate future land uses incorporated into the 1996 Town of Truckee General Plan Build Out Traffic Model. Once the 1996 Town of Truckee General Plan land uses were estimated, the Proposed General Plan land uses could be estimated by simply changing the assumptions for the Special Study Areas (SSA), the PC-1 site, the PC-3 site, and other discussion sites described in Section T. The general approach was to apply the maximum residential densities and Floor Area Ratios (FARs) allowed under each general plan designation to all undeveloped areas.

Specifically, the future development (over the level of development reflected in the observed traffic counts) by model land use in each TAZ was estimated, as follows:

1. All parcels on which buildings are already built were identified and marked as such. It was assumed that all existing development will not be replaced with more intense development and future development will occur only on existing vacant parcels.
2. The following approved, but not yet built, projects were assumed to be built on the appropriate parcels:
 - a. Pineforest – 118 single-family dwelling units.
 - b. McMannus Development – 9 single-family dwelling units (no commercial space). This is included in the Downtown Study Area figures.
 - c. Truckee Industrial Park – 178,500 square feet of light industrial use.

- d. Truckee I-80 Lodging Center – 10,000 square feet restaurant, 25,855 square feet of retail, a 1410 square foot visitor center, a 120-room hotel (30,800 square feet), and 15,905 square feet of office space.
 - e. Hampton Inn (Martis Commons) – 120-room hotel, 12-pump gas station, 5,000 square feet of retail, and a 5,000 square foot market/deli.
 - f. Old Greenwood – 19,000 square feet of commercial, 178 single-family units, 128 multi-family dwelling units, a 20 room lodge, and an 18-hole golf course.
3. The parcels on which the following projects are proposed to be built were identified and land uses associated with each proposal were assumed:
- Gray's Crossing
 - The Greens at Ponderosa (formerly known as Ponderosa Village)
 - I-80 Lodging Center
 - Stoneridge (Ridgeview at Truckee Townhouses)
 - Ponderosa Pines Tentative Map
 - Taco Bell near Donner Lake
 - Donner Crest Subdivision
 - Silverwood Residential Project
 - Southwest Gas Corporation/Maintenance Facility
 - Cambridge Estates Phase V
 - Winter Creek Subdivision
 - Chalets Condominiums
 - Truckee Townhomes
 - Northwest Townhomes
 - Chinese Herb Shop Restoration and Sierra Garage Remodel

The location of the above-mentioned projects and their proposed land uses were compiled based the Town of Truckee Community Development Active Land Use Permit Applications¹⁰ as identified on the Town of Truckee website, as well as additional data contained in project-specific EIRs and Traffic Impact Analyses.

4. All parcels identified for future development, excluding those identified above, were reviewed to determine the applicable land use designation(s). The acres of developable land were summarized by TAZ and land use designation.
5. The maximum allowable residential densities and FARs for each land use designation and zoning district was reviewed. These FARs and residential densities were applied to the acreages identified in Step 4, as follows:
 - All future development on land designated Public (PUB) was assumed to be park land.

¹⁰ December 19, 2003

- All future development on land designated Public, Hospital/Office [PUB (H/O)] was assumed to be medical office with a 0.2 FAR.
 - All future development on land designated Industrial (IND) was assumed to be light industrial with a 0.2 FAR.
 - All future development on land designated Commercial (C) were assumed to be either commercial or highway commercial (if within 250 feet in travel distance of a state highway, other than if identified more specifically under a development proposal) with a 0.2 FAR.
 - Per the 1996 General Plan, all future development on land designated Resource Conservation / Open Space (RC/OS) were assumed to be one housing unit per 80 acres.
 - Per the 1996 General Plan, all future development on land designated Open Space Recreation (OSR) was assumed to be one housing unit per ten acres.
6. The number of future residential units was estimated by multiplying the vacant acreage by the appropriate residential density. As the existing General Plan land use designations do not identify whether residential developments will be multi-family or single-family, the existing Town Zoning Districts was used to determine whether each parcel will be developed with single-family or multi-family dwelling units as follows:
- a. All new homes contained within a Rural Residential District (RR) were assumed to be single-family units.
 - b. All new homes contained within the Single-Family Residential District (RS) were assumed to be single-family units.
 - c. All new homes contained within the Multi-Family Residential District (RM) were assumed to be multi-family units.
7. Please note that any subdivided parcels that are currently vacant were also assumed to be occupied upon build out of the General Plan.

The percentage of future single-family and multi-family homes that are vacation homes was based on estimations provided by DCE. DCE estimated the percent of vacation homes for new developments based upon the data obtained by the Truckee Donner Public Utility District (TDPUD), the 2000 Census, and input from the Town of Truckee.

8. Per the 1996 Truckee General Plan, it was assumed that 50 residential units, 233,000 square feet of industrial, 150,000 square feet of mixed use would be built upon the PC-1 property. Mixed use was assumed to 50 percent general commercial and 50 percent office.
9. It was assumed that 50 multi-family dwelling units and 87,000 square feet of non-residential land uses (including 43,500 square feet of office, 41,500 square feet of general commercial, and 2000 square feet of highway commercial) will be constructed on the McIver property under the existing General Plan.

10. In the Downtown Study Area, the land use designations contained in the Downtown Specific Plan Table 2.1 were used to estimate future development densities. The Downtown Study Area TAZ's were divided into the categories listed in the specific plan:

- Commercial Core
- North Downtown Residential
- West River Street Industrial
- Truckee River Corridor
- River Street Residential
- Hilltop Area
- Mill Site
- Cemetery / 267 North

Existing land uses and proposed projects were subtracted from the 20-year projected buildout total for each category. The difference or growth increment was distributed among the TAZ's based on the amount of vacant parcels in each TAZ. However, the one exception to this methodology was that although the Truckee Lodging Center is currently approved to contain only 120 hotel rooms, it was assumed that 200 rooms would be built, as allowed under the downtown specific plan.

2. Estimation in Growth of External Traffic Volumes

a. Growth in Traffic at External Nodes

The Town Model encompasses the Town, the Martis Valley area, and several nearby parcels. The “external nodes” to the model network are I-80 west of the Donner Lake interchange, SR 89 north of Alder Creek Road, Hirschdale Road north of I-80, I-80 east of Hirschdale Road, SR 267 at Brockway Summit, SR 89 south of West River Street, and Donner Pass Road west of the Town limits. While the future land use plans within the study area will be used to identify future internal traffic growth, it was necessary to estimate future growth of summer peak-hour traffic activity at these six external points, as a basis to estimate both future external-external (or “through”) traffic as well as internal-external traffic.

The internal to external and external to internal trips used in the 2025 model are dependant upon the land uses assumed under each build out scenario and the associated trip generation of those land uses. However, the growth in external-external traffic is fixed under each 2025 land use alternative. In order to estimate the total future growth in external-external traffic, the total growth in traffic expected at each external node was estimated. The future traffic growth (from 2003 to 2025) at each external node was estimated as follows:

1. SR 89 and SR 267 to the South

Future growth in traffic into and out of the Tahoe Basin through Truckee will almost entirely be a function of development potential in the North Shore and West Shore portions of the Tahoe Basin. Therefore, this future development potential was evaluated. Future land use growth in the Tahoe Basin portion of Placer County is determined by the strict land use controls imposed by the TRPA. Growth capacity is identified both for the various “Community Plan Areas,” as well as for residential development outside of the Community Plan Areas.

The traffic generated by each Community Plan Area and the Squaw Valley / Alpine Meadows area was estimated using the following three sources of data as summarized in Sub-Appendix I:

- *Placer County/Truckee Joint Traffic Impact Fee Study - Preliminary Draft Report*¹¹.
- *North Tahoe Community Plan EIR/EIS*¹².
- *Kings Beach Commercial Core Traffic Study - Draft Study*¹³.

These studies were also used to estimate the percentage of the total growth in trip generation of each study area would reach the external mode node along SR 267 and SR 89.

It was assumed that other jurisdictions will fix their capacity-constraining deficiencies by 2025, with the exception of SR 28 in Tahoe City, as there is currently no feasible plan to improve traffic capacity along SR 28 east of Grove Street. (Specifically, this assumes that the existing capacity constraints on SR 89 at Fanny Bridge and on SR 28 at North Stateline are eliminated.) Assuming the capacity constraint along SR 28 remains, traffic growth along SR 89 south of the study area would be dependent on the level of development occurring along the West Shore, in Squaw Valley and Alpine Meadows, and in Tahoe City west of the capacity constraint. Similarly, growth in traffic volumes along SR 267 at Brockway Summit will be dependent upon development occurring in Tahoe City east of the capacity constraint, Tahoe Vista, Carnelian Bay, Kings Beach, Crystal Bay, and Incline Village, as well as any growth in through traffic between areas south or east of Incline Village and I-80 and SR 89 North.

2. I-80 to the West, I-80 to the East, SR 89 to the North, and Hirschdale Road to the North

The California Department of Transportation and Dowling Associates, Inc. recently developed a Statewide Traffic Model, as described in the document *California Statewide Model - Model Description*¹⁴. The results of this daily traffic model were used to estimate an annual percent growth rate per year at the following points:

- I-80 west of the SR 89 South Interchange
- I-80 East of the SR 267 Interchange
- SR 89 North of I-80

An annual percent growth rate at each of these locations was estimated by comparing the 2000 model ADT volumes on each link to the 2025 ADT volumes. This growth rate was then applied the total 2003 external-external traffic volumes at each respective node to estimate 2025 traffic volumes. It was assumed that the annual percent growth rate at Hirschdale Road would be similar to the growth rate along SR 89 North.

¹¹ LSC, August 2003

¹² TRPA, 1996

¹³ LSC, November, 2003

¹⁴Dowling Associates, January 20, 2004

3. Donner Pass Road to the West

The growth along Donner Pass Road on the west end of the model boundaries was estimated based upon the 2 percent growth rate per year growth rate applied in the Royal Gorge EIR. This growth rate was determined to be appropriate by Nevada County Department of Transportation and Sanitation Staff.

The growth rates estimated above were applied to the 2003 external-external traffic volumes at each external node. The “Fratar” methodology was used to balance the growth at each location. The resulting 2025 summer PM peak-hour external-external traffic volumes are shown in Sub-Appendix I, along with the effective annual percent growth rate.

III. FUTURE 2025 CONDITIONS

The following section summarizes future 2025 traffic conditions within the Study Area. It includes an analysis of 2025 conditions on Truckee’s key roadways and at a number of important intersections within the Town, as well as conditions in the SR 267 corridor in Placer County, upon build out of the following two land use alternatives:

- The existing 1996 Truckee General Plan
- The Proposed Truckee General Plan Update

The 2025 analysis assumes the build out of the Truckee General Plan alternatives and the build out of the recently-adopted Martis Valley Community Plan. The development of the 2025 traffic model is described in Section II above. The discussion below describes the steps that were followed in estimating the transportation impacts that would result from the proposed project for the 2025 cumulative traffic condition. Initially, the 2025 No Build condition is estimated, which assumes the build out of the 1996 General Plan. Next, the Proposed General Plan is assessed to determine the traffic that will be generated, as measured in P.M. peak hour vehicle trip ends and daily vehicle trip ends. The traffic generated by both alternatives is then analyzed to identify the impact on roadway Level Of Service (LOS). In addition, impacts and recommended improvements with regards to pedestrian/bicycle and transit access are discussed.

S. No Build Alternative: 2025 Build Out of 1996 Truckee General Plan

1. 2025 Build Out of 1996 Truckee General Plan Traffic Volumes

Based upon Town of Truckee direction, the base model roadway network analyzed with the 1996 General Plan Build Out land uses is the existing roadway network, with the following additional roadway connections / improvements:

- Pioneer Trail Extension with the Bridge Street Connection - A minor arterial connection between Northwoods Boulevard south of Lausanne Way to Pioneer Trail with an additional minor arterial connection south from Pioneer Trail to Bridge Street in the downtown area.
- Railyard Access - A minor arterial connection between Donner Pass Road opposite Church Street and Glenshire Drive through the Railyard site is assumed to provide primary access to the Railyard Master Plan area. This analysis also assumed that a roundabout or traffic signal will be built at the Donner Pass Road / Church Street intersection upon build out of the Railyard Master Plan Area.

- Soaring Way Extension - A minor arterial connection between Soaring Way and Joerger Drive, just west of the airport.

Please note that, as the Deerfield Drive connector is not identified in the 1996 General Plan Circulation Element, it is not assumed to be built in the 1996 General Plan model run.

The land uses assumed for the 1996 Truckee General Plan are consistent with those assumed for the Proposed General Plan, with the exception of the land uses assumed in the Special Study Areas, the PC-1 site, the PC-3 site, and the discussion sites discussed in Section T. Per the direction of the Town Planning Department, the following land uses were used for the PC-3 site, consistent with the land uses allowable in the 1996 General Plan and using a 0.20 Floor-to-Area Ratio (FAR):

1. 374,600 square feet of general commercial floor area;
2. 21,800 square feet of highway commercial floor area; and
3. 396,400 square feet of industrial floor area.

The 1996 Truckee General Plan land uses were analyzed using the new Town of Truckee TransCAD computer traffic model, which encompasses the Town, the Martis Valley area, and areas immediately adjacent to the Town in unincorporated Nevada County. The model-generated turning-movement volumes were converted to design volumes using the following formula:

$$\begin{aligned} \text{2025 Design Traffic Volumes} = & \text{2025 Model-Generated Traffic Volumes} \\ & - \text{2003 Model-Generated Traffic Volumes} \\ & + \text{2003 Design Traffic Volumes} \end{aligned}$$

The turning-movement volumes resulting from the build out of the 1996 Truckee General Plan are shown in Table 14. The PM peak-hour and Average Daily Traffic (ADT) resulting on the study roadways upon build out of the 1996 Truckee General Plan are shown in Table 15 and Figure 5.

2. 2025 Build Out of 1996 Truckee General Plan Level of Service

Intersection LOS conditions for the 29 study intersections were evaluated using the methodologies documented in the 2000 Highway Capacity Manual (HCM), as applied in the Traffix Software package, developed by Dowling Associates. Roundabouts were analyzed using the aaSIDRA Software Package. The sole exception is the Bridge Street/Donner Pass Road intersection, which is controlled by stop signs on three of the existing four approaches. As a HCM procedure is not available for this unusual condition, the HCM methodologies were modified to analyze each approach of this intersection individually to identify total intersection LOS, as described in Section I. Computer output of detailed LOS calculations for all intersections is provided in Sub-Appendix J of this report.

Table 16 provides a summary of the 2025 LOS at each of the study intersections resulting from the Build Out of the 1996 General Plan.

TABLE 14: 2025 PEAK-HOUR TURNING-MOVEMENT VOLUMES -- BUILD OUT OF 1996 TRUCKEE GENERAL PLAN

#	Intersection	Northbound			Southbound			Eastbound			Westbound		
		LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT
1	Donner Pass Road/Cold Stream Road/I-80 Eastbound Ramps	104	378	448	41	97	13	130	241	97	593	414	83
2	Donner Pass Road/I-80 Westbound Ramps (Western Interchange)	357	0	97	0	0	0	0	672	56	0	727	0
3	Donner Pass Road/Northwoods Boulevard	1	1	5	248	0	308	318	516	0	3	616	230
4	SR 89 South/Donner Pass Road	511	131	245	88	96	56	96	424	524	338	547	86
5	SR 89 South/Deerfield Drive	226	849	33	121	832	456	475	10	87	25	12	149
6	SR 89 South/West River Street	0	792	364	197	809	0	0	0	0	314	0	166
7	Donner Pass Road/I-80 Westbound Off Ramp (Central Interchange)	0	0	0	51	0	130	0	982	0	0	748	0
8	Donner Pass Road/I-80 Eastbound Off Ramp (Central Interchange)	8	0	104	0	0	0	0	999	0	0	758	0
9	West River Street/McIver Crossing	3	9	9	346	9	81	89	626	4	8	458	349
10	Donner Pass Road/Bridge Street	420	178	473	77	357	62	53	241	199	376	227	45
11	Bridge Street/West River Street	674	696	18	31	700	201	339	19	669	24	21	36
12	Brockway Road/Palisades Drive	196	0	157	0	0	0	0	905	366	155	1,066	0
13	Donner Pass Road/Glenshire Drive	248	0	279	0	0	0	0	362	566	458	256	0
14	Donner Pass Road/I-80 Westbound On Ramp (Eastern Interchange)	0	737	0	0	560	0	278	0	202	0	0	0
15	Donner Pass Road/I-80 Eastbound On Ramp (Eastern Interchange)	97	859	0	0	560	133	0	0	0	0	0	0
16	Donner Pass Road/Pioneer Trail	205	650	0	0	490	519	486	0	183	0	0	0
17	Donner Pass Road/SR 89 North	652	192	320	42	295	375	572	0	588	371	0	43
18	SR 267/I-80 Westbound Ramps	659	690	0	0	1,011	243	0	0	0	570	8	473
19	SR 267/I-80 Eastbound Ramps	0	1,202	726	508	1,072	0	147	0	506	0	0	0
20	SR 267/Brockway Road	599	1,110	185	292	855	432	419	267	595	169	435	400
20A	Glenshire Drive/Whitehorse/Martis Peak Road	22	0	60	9	0	14	9	104	57	62	140	20
21	SR 267/Schaffer Mill Road/Airport Road	34	1,285	51	101	1,159	281	406	27	60	59	23	100
22	SR 267/Waddle Ranch Access	0	1,225	48	135	1,147	0	0	0	0	51	0	153
23	SR 267/Northstar Drive	109	643	1	3	929	266	630	0	127	0	0	0
24	SR 267/Northstar Highlands Drive	32	507	27	218	639	199	0	6	42	37	4	246
25	SR 267/SR 28	1	0	3	412	1	331	434	1,078	1	3	849	944
26	SR 89/Squaw Valley Road	534	529	10	10	671	540	600	0	514	10	10	10
27	SR 89/Alpine Meadows Road	245	991	0	0	1,009	186	82	0	116	0	0	0
28	SR 89/Fairway Drive	0	0	0	20	0	16	2	1,126	0	0	1,220	18
29	SR 89/SR 28	803	70	7	57	53	35	42	513	55	484	499	33

Abbreviations Used in Table: LT: Left Turn Movement T: Through Movement RT: Right Turn Movement

Source: LSC Transportation Consultants, Inc.

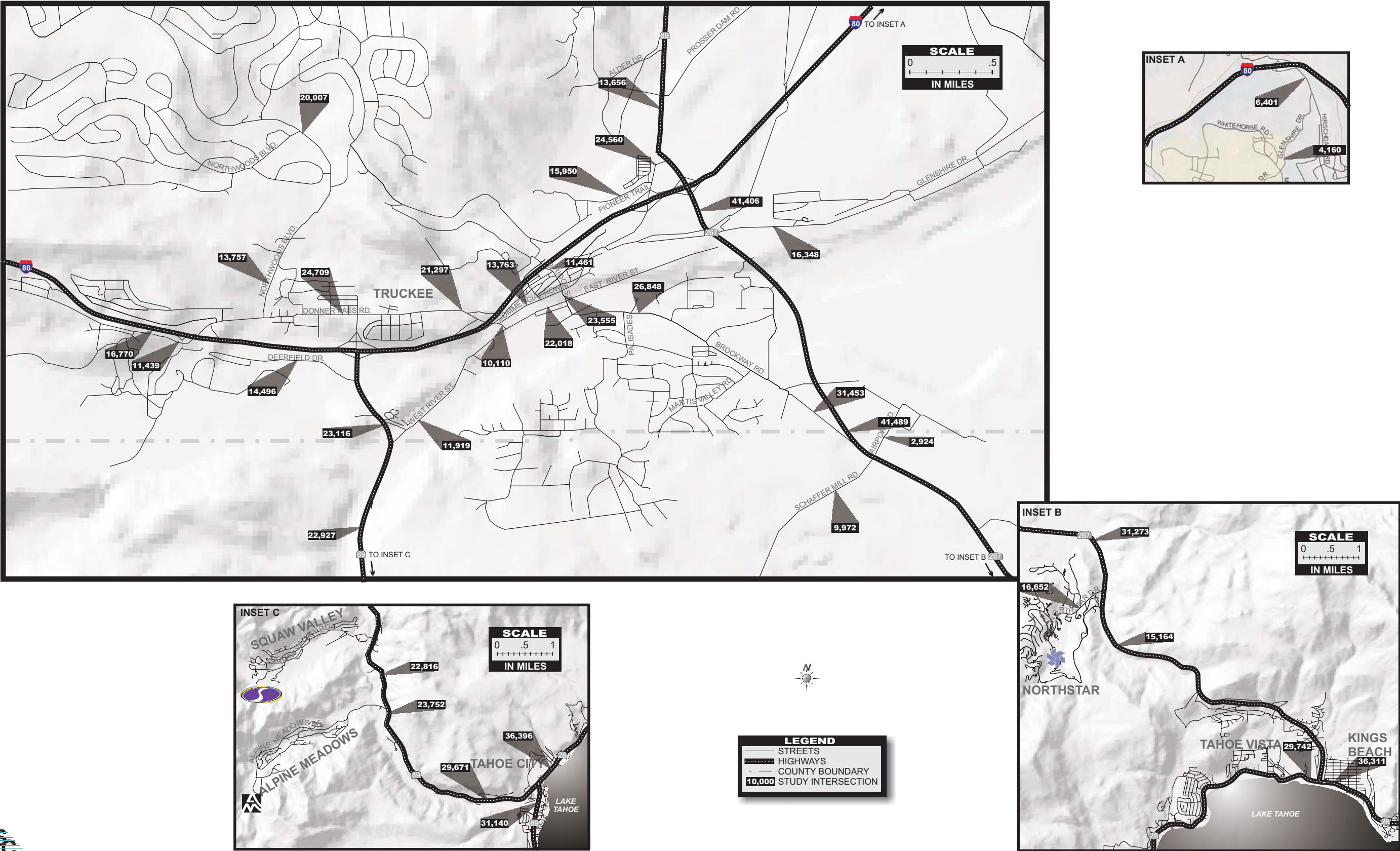
TABLE 15: 2025 PM PEAK-HOUR AND ADT TRAFFIC VOLUMES -- BUILD OUT OF 1996 TRUCKEE GENERAL PLAN

Roadway Segment	Jurisdiction	Classification	LOS Threshold	Maximum Allowable Peak-Hour Volume per Lane to Obtain LOS Threshold	Peak-Hour Two-Way Volume	Peak-Hour Peak- Direction Volume	ADT Factor	ADT	Maximum Allowable Two- Way ADT to Obtain LOS Threshold	LOS Threshold Exceeded?
Donner Pass Road immediately west of Cold Stream Road	Town of Truckee	Minor Arterial	D	1,420	999	531	11.45	11,439	NA	No
Northwood Boulevard immediately north of Donner Pass Road	Town of Truckee	Minor Arterial	D	1,420	1,105	556	12.45	13,757	NA	No
Northwoods Boulevard immediately south of Northwoods Boulevard	Town of Truckee	Minor Arterial	D	1,420	1,607	940	12.45	20,007	NA	No
Donner Pass Road immediately west of SR 89 South	Town of Truckee	Minor Arterial	D	1,420	2,158	1,114	11.45	24,709	NA	No
Deerfield Drive immediately west of SR 89 South	Town of Truckee	Minor Arterial	D	1,420	1,266	694	11.45	14,496	NA	No
West River Street immediately east of SR 89 South	Town of Truckee	Minor Arterial	D	1,420	1,041	561	11.45	11,919	NA	No
SR 89 South immediately south of West River Street	Town of Truckee/Caltrans	State Highway	D	1,890	2,279	1,156	10.06	22,927	NA	No
SR 89 South immediately north of West River Street	Town of Truckee/Caltrans	State Highway	D	1,890	1,964	1,006	11.77	23,116	NA	No
Donner Pass Road immediately west of the Central I-80 Interchange	Town of Truckee	Minor Arterial	D	1,420	1,860	982	11.45	21,297	NA	No
McIver Undercrossing	Town of Truckee	Minor Arterial	E	1,600	883	447	11.45	10,110	NA	No
Bridge Street under I-80	Town of Truckee	Minor Arterial	E	1,600	1,001	550	11.45	11,461	NA	No
Donner Pass Road immediately west of Bridge Street	Town of Truckee	Minor Arterial	E	1,200	1,202	709	11.45	13,763	NA	No
West River Street immediately west of Bridge Street	Town of Truckee	Minor Arterial	E	1,600	1,923	1,027	11.45	22,018	NA	No
Bridge Street immediately south of Donner Pass Road	Town of Truckee	Minor Arterial	E	1,600	2,003	1,071	11.76	23,555	NA	No
Brockway Road immediately east of Palisades Road	Town of Truckee	Minor Arterial	D	1,420	2,283	1,221	11.76	26,848	NA	No
Glenshire Drive immediately east of Donner Pass Road	Town of Truckee	Minor Arterial	D	1,420	1,551	1,024	10.54	16,348	NA	No
Glenshire Drive immediately east of Martis Peak Road	Town of Truckee	Minor Arterial	D	1,420	393	220	10.54	4,140	NA	No
Hirschdale Road Drive immediately south of I-80	Nevada County	Minor Arterial	C	1,240	601	307	10.65	6,401	NA	No
Donner Pass Road immediately north of Pioneer Trail	Town of Truckee	Minor Arterial	D	1,420	2,145	1,136	11.45	24,560	NA	No
Pioneer Trail immediately west of Donner Pass Road	Town of Truckee/Caltrans	Minor Arterial	D	1,420	1,393	724	11.45	15,950	NA	No
SR 89 North between Alder Drive and Donner Pass Road	Town of Truckee/Caltrans	State Highway	D	1,890	1,519	807	8.99	13,656	NA	No
SR 267 immediately south of I-80	Town of Truckee/Caltrans	State Highway	D	1,890	3,506	1,928	11.81	41,406	NA	Yes
SR 267 at the Truckee/Placer County line	Town of Truckee/Placer County/Caltrans	Highway	D	1,890	3,513	1,894	11.81	41,489	25,000	Yes
Brockway Road immediately west of SR 267	Town of Truckee	Minor Arterial	D	1,420	2,747	1,466	11.45	31,453	NA	No
Airport Road immediately east of SR 267	Placer County	Minor Arterial	D	NA	361	182	8.1	2,924	16,200	No
Schaffer Mill Road immediately west of SR 267	Placer County	Collector	D	NA	831	493	12.0	9,972	16,200	No
SR 267 between Airport Road and Northstar Drive	Placer County/Caltrans	Highway	E	NA	2,648	1,370	11.81	31,273	25,000	Yes
Northstar Drive immediately west of SR 267	Placer County	Collector	D	NA	1,132	757	14.71	16,652	16,200	Yes
SR 267 over Brockway Summit	Placer County/Caltrans	Highway	E	NA	1,284	718	11.81	15,164	21,000	No
SR 28 immediately west of SR 267	Placer County/Caltrans	Highway	E	NA	2,694	1,513	11.04	29,742	50,000	No
SR 28 immediately east of SR 267	Placer County/Caltrans	Highway	E	NA	3,289	1,769	11.04	36,311	50,000	No
SR 28 immediately east of SR 89	Placer County/Caltrans	Highway	E	NA	2,197	1,181	16.57	36,396	25,000	Yes
SR 89 immediately south of SR 28	Placer County/Caltrans	Highway	E	NA	2,734	1,484	11.39	31,140	25,000	Yes
SR 89 immediately west of SR 28	Placer County/Caltrans	Highway	E	NA	2,605	1,337	11.39	29,671	25,000	Yes
SR 89 immediately south of Alpine Meadows Road	Placer County/Caltrans	Highway	E	NA	2,361	1,236	10.06	23,752	25,000	No
SR 89 between Alpine Meadows Road and Squaw Valley Road	Placer County/Caltrans	Highway	E	NA	2,268	1,195	10.06	22,816	25,000	No

Note: NA = Not Applicable
Source: LSC Transportation Consultants, Inc.

Figure 5

ADT VOLUMES RESULTING FROM BUILD OUT OF 1996 TRUCKEE GENERAL PLAN



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TABLE 16: 2025 INTERSECTION LOS -- BUILD OUT OF 1996 TRUCKEE GENERAL PLAN (1/2)

Bold Text Indicates LOS Threshold Exceeded						
Summer 2025 PM Peak-Hour LOS						
#	Intersection	Unmitigated Traffic Control	Movement	Unmitigated LOS	Mitigation	Mitigated LOS
1	Donner Pass Road/Cold Stream Road/I-80 EB Ramps	4-Way Stop-Controlled	Worst Movement	F	Signalize, Construct NBL, NBT, NBR (Remove NBL/T/R Shared), SBL, SBT/R Shared (Remove SBL/T/R Shared), EBT, EBR (Remove EBT/R Shared)	--
			Total Intersection	F		D
2	Donner Pass Road/I-80 WB Ramps (West Interchange)	Two-Way Stop Controlled	Worst Movement	F	Signalize	--
			Total Intersection	F		B
3	Donner Pass Road/Northwoods Boulevard	Traffic Signal	Total Intersection	C	No Mitigation Required	C
4	SR 89 South/Donner Pass Road	Traffic Signal	Total Intersection	F	Construct NBL and NBT/R Shared (Remove L/T Shared and RT), Provide EBRT Overlap Timing	D
4	SR 89 South/Donner Pass Road	Traffic Signal	Total Intersection	F	Construct Two-Lane Roundabout with 75-Foot Island Diameter and 30-Foot Circulating Width,	C
						B
5	SR 89 South/Deerfield Drive	Traffic Signal	Total Intersection	D	No Mitigation Required	D
6	SR 89 South/West River Street	Traffic Signal	Total Intersection	B	No Mitigation Required	B
7	Donner Pass Road/I-80 Westbound Off Ramp (Central Interchange)	Two-Way Stop Controlled	Worst Movement	E	No Mitigation Required	E
			Total Intersection	A		A
8	Donner Pass Road/I-80 Eastbound Off Ramp (Central Interchange)	Two-Way Stop Controlled	Worst Movement	D	No Mitigation Required	D
			Total Intersection	A		A
9	West River Street/McIver Crossing	Two-Way Stop Controlled	Worst Movement	F	Signalize	--
			Total Intersection	F		C
9	West River Street/McIver Crossing	Two-Way Stop Controlled	Worst Movement	F	Construct Single-Lane Roundabout with 60-Foot Island and 24-Foot Circulating Width	B
			Total Intersection	F		B
10	Donner Pass Road/Bridge Street (1)	3-Way Stop-Controlled	Worst Movement	F	Signalize, Construct NBL/T Shared, NBR (remove L/T/R Shared), SBR, SBL/T Shared (Remove SBL/T/R Shared), 2nd WBLT and Provide EBRT and NBRT Overlap Timing	--
			Total Intersection	F		E
11	Bridge Street/West River Street	Two-Way Stop Controlled	Worst Movement	F	Signalize, Construct 2nd NBL (2 Total) SBT, SBR (Remove SBT/R Shared) and Provide EBRT Overlap Timing	--
			Total Intersection	F		E
12	Brockway Road/Palisades Drive	Traffic Signal	Total Intersection	C	No Mitigation Required	C
13	Donner Pass Road/Glenshire Drive	Two-Way Stop Controlled	Worst Movement	F	Signalize and Construct EBR	--
			Total Intersection	F		D
13	Donner Pass Road/Glenshire Drive	Two-Way Stop Controlled	Worst Movement	F	Construct Single-Lane Roundabout with 60-Foot Island and 20-Foot Circulating Width	D
			Total Intersection	F		C
14	Donner Pass Road/I-80 Westbound On Ramp (Eastern Interchange)	Two-Way Stop Controlled	Worst Movement	A	No Mitigation Required	A
			Total Intersection	A		A

Note:: NB = northbound, SB = southbound, EB = eastbound, WB = westbound, L = left-turn lane, T = through lane, R = right-turn lane

Source: LSC Transportation Consultants, Inc

TABLE 16: 2025 INTERSECTION LOS -- BUILD OUT OF 1996 TRUCKEE GENERAL PLAN (2/2)

Bold Text Indicates LOS Threshold Exceeded						
Summer 2025 PM Peak-Hour LOS						
#	Intersection	Unmitigated Traffic Control	Movement	Unmitigated LOS	Mitigation	Mitigated LOS
15	Donner Pass Road/I-80 Eastbound On Ramp (Eastern Interchange)	Two-Way Stop Controlled	Worst Movement	F	Signalize	--
			Total Intersection	F		B
16	Donner Pass Road/Pioneer Trail	Two-Way Stop Controlled	Worst Movement	F	Signalize	--
			Total Intersection	F		C
16	Donner Pass Road/Pioneer Trail	Two-Way Stop Controlled	Worst Movement	F	Construct Roundabout with 70-Foot Island Diameter and 24-Foot Circulating Width	C
			Total Intersection	F		B
17	Donner Pass Road/SR 89 North	Two-Way Stop Controlled with Acceleration Lane	Worst Movement	F	Signalize, Construct 2nd NBL (2 Total), NBR, SBL, SBT, WBL, WBT/R, EBT and Provide NBRT, SBRT, EBRT Overlap Timing	--
			Total Intersection	F		D
17	Donner Pass Road/SR 89 North	Two-Way Stop Controlled with Acceleration Lane	Worst Movement	F	Construct Two-Lane Roundabout with 30-Foot Circulating Width and 115-Foot Island Diameter	D
			Total Intersection	F		B
18	SR 267/I-80 Westbound Ramps	Traffic Signal	Total Intersection	F	Construct NBL (2 Total) and SBT (2 Total)	D
19	SR 267/I-80 Eastbound Ramps	Traffic Signal	Total Intersection	F	Construct 2nd NBT, 2nd SBT, and 2nd SBL	D
19	SR 267/I-80 Eastbound Ramps	Traffic Signal	Worst Movement	F	Construct Roundabout with 100-Foot Island Diameter and 34-Foot Circulating Width	D
			Total Intersection	--		C
20	SR 267/Brockway Road	Traffic Signal	Total Intersection	F	Construct 2nd NBL, 2 NBT, NBR (Remove NBT/R Shared), 2nd SBT, 2 EBL, EBT (Remove EBT/L Shared), WBL, WBT, WBR (Remove WBL/T/R Shared) and Provide SBRT, EBRT, and WBRT Overlap Timing	D
20A	Glenshire Drive/Whitehorse Drive/Martis Peak Road	Two-Way Stop Controlled	Worst Movement	B	No Mitigation Required	B
			Total Intersection	A		A
21	SR 267/Schaffer Mill Road/Airport Road	Traffic Signal	Total Intersection	F	Add NBT (2 total) and SBT (2 total)	C
22	SR 267/Waddle Ranch	Two-Way Stop Controlled	Worst Movement	F	Construct Southbound Acceleration Lane	F
			Total Intersection	D		A
23	SR 267/Northstar Drive	Traffic Signal	Total Intersection	C	Construct 2 nd EBL	C
24	SR 267/Highlands Drive	Two-Way Stop Controlled	Worst Movement	F	No Mitigation Required <i>Signal Warrant Not Met</i>	F
			Total Intersection	B		B
25	SR 267/SR 28	Traffic Signal	Total Intersection	F	Construct WBR with Overlap Timing	E
26	SR 89/Squaw Valley Road	Traffic Signal	Total Intersection	E	No Mitigation Required	E
27	SR 89/Alpine Meadows Road	Two-Way Stop Controlled	Worst Movement	F	Signalize	--
			Total Intersection	F		C
28	SR 89/Fairway Drive	Two-Way Stop Controlled	Worst Movement	D	No Mitigation Required	D
			Total Intersection	A		A
29	SR 89/SR 28 "Wye"	Traffic Signal	Total Intersection	C	No Mitigation Required	C

Note:: NB = northbound, SB = southbound, EB = eastbound, WB = westbound, L = left-turn lane, T = through lane, R = right-turn lane
Source: LSC Transportation Consultants, Inc.

T. | Proposed Project: 2025 Build Out of Proposed Truckee General Plan

1. 2025 Build Out of Proposed Truckee General Plan Traffic Volumes

Based upon Town direction, the model roadway network analyzed with the Proposed Truckee General Plan Build Out matched that assumed for the 1996 Truckee General Plan Land Uses. The Deerfield Drive connector was not assumed under the Proposed General Plan network per Town Council direction. This direction was based upon the results of a traffic study prepared by LSC¹⁵ that indicated that such a connection would result in minimal reductions in traffic and vehicle miles of travel.

The land uses assumed for the Proposed General Plan are consistent with those assumed for the 1996 General Plan excepting the following:

PC-1 Site (Discussion site #1, TAZ 8) – The proposed plan includes an additional 150 single-family dwelling units, 100 multi-family dwelling units, and 100 lodging units. The proposed plan contains more highway commercial uses (66,000 square feet), but less general commercial use (216,000 square feet). The proposed plan also includes no office or industrial uses.

McIver Hill (Discussion site #3, TAZ 24) – The proposed replaces the 2,000 square feet of highway commercial, 41,500 square feet of general commercial, and 43,500 of general office with a 500-student junior college.

Upper McIver Dairy (Discussion site # 4, TAZ 21) – The proposed plan includes 60,100 square feet of general commercial as a part of the Public (H/O) designation, but in the 1996 Plan is designated resource conservation.

Ponderosa Golf Course (Discussion site #5, TAZ 58) – There is an increase of 100 single-family dwelling units and 50 multi-family dwelling units in the proposed plan compared to the 1996 Plan.

Comstock Drive Area (Discussion site #6, TAZ 26, 83) – The proposed plan includes an additional 72 multi-family dwelling units, as well as an additional 209,000 square feet of industrial uses as compared to the 1996 General Plan.

PC-2 Alder Drive (Discussion site #7, TAZ 89) – The proposed plan includes 50 more multi-family dwelling units compared to the 1996 General Plan.

PC-2 Commercial Triangle (Discussion site #8, TAZ 92) – A 50,000 square foot community/recreation center is included in the proposed plan, while no use is assumed under the 1996 General Plan.

Joerger Drive (Discussion site #9, TAZ 67) – The proposed plan has an additional 179 acres designated as open space recreation. This increase in recreational open space was input into the model to generate an additional 20 PM peak-hour entering and exiting trips.

¹⁵ LSC Transportation Consultants, Inc. Results of Additional Proposed General Plan Traffic Analyses Memorandum to Town of Truckee Staff. May 27, 2004.

Pineforest (Discussion site #14, TAZ 80, 87) – The proposed plan designates 70 fewer single-family dwelling units than the existing plan.

PC-3 Site – The land uses proposed by the PC-3 site were reduced by roughly 25 percent in order to avoid the need to widen SR 67 north of Brockway Road. Therefore, the PC-3 site is limited to a trip generation of 2,310 p.m. peak-hour trips.

Changes to Proposed General Plan Land Use Designations Not Made to the Traffic Model

After the completion of the traffic analysis, minor changes were made to the General Plan Land Use Designations. LSC reviewed the changes to the General Plan Land Use and identified whether the proposed changes will significantly impact the general plan traffic analysis. A significant impact to the general plan traffic analysis was defined as a change in assumptions that might result in different traffic analysis conclusions and that would warrant a new model run. The key changes are discussed below:

Area 1 - Donner Lake Southwest - As the previous designation was RES 1-2, the removal of this designation would reduce the residential units in TAZ 4 by 56 dwelling units (28 acres multiplied by 2 dwelling units per acre). However, as roughly 70 percent of these units would be seasonal part-time units, which have low trip rates; this change would not create a significant difference in the model output.

Area 2 – Donner Lake West Shore – This change would not impact future land use assumptions and, therefore, would not impact the traffic analysis.

Area 3 - Donner Lake North Shoreline – This change is mostly to fix a typographical error and the assumptions for the model are not impacted by this change.

Area 4 – Donner Memorial State Park Island – This would change a designation from RC/OS to PUB but would not impact the traffic analysis as it would still be considered park area.

Area 7 – Lower McIver Hill – The change in designation from RC/OS to PUB would not impact the land use assumptions and, therefore, would not impact the traffic analysis.

Area 8 – Alder Creek Road National Forest Land – The change in designation from NF/RC/OS to PUB would not impact the land use assumptions and, therefore, would not impact the traffic analysis.

Areas 9 and 10 - Prosser National Forest Land and Alder Creek Road National Forest - This combined 1,397 acres was previously assumed to be NF/RC/OS. The purpose of the change was to recognize this land as Forest Service land that will remain under Forest Service management. The Forest Service does not have any management plans to provide facilities in this area, and the land will remain as undeveloped forest land. Therefore, the traffic model's previous assumption (equivalent to 1 dwelling units per 80 acre) is sufficient for the PUB land use designation on this property.

Area 10.5 – Middle School Site – As the model is a summer model, the school is not assumed in the model.

Area 13 - I-80/267 National Forest Land – This area represents roughly 80 acres. Previously this area was assumed to be a park. The change in designation would result in the removal of 80 acres of park and the addition of 16 dwelling units. Although the uses are different, they would result in relatively similar trip generation and, therefore, no change is necessary.

Area 14 - West of Bug Station - The PUB land use designation recognizes that the inspection station will be located here and would not result in any additional traffic beyond that already assumed for the inspection station.

Area 15 - Martis Drive Residential - This decrease in residential of 36 units should not affect overall trip generation of the model. In fact, it would change trip generation of this TAZ alone by approximately 5 percent.

Area 16 – Truckee River Lands – The change in designation from OSR to PUB would not impact the land use assumptions and, therefore, would not impact the traffic analysis.

Area 17 – Glenshire West/Truckee River National Forest Land – The change in designation from OSR to PUB would not impact the land use assumptions and, therefore, would not impact the traffic analysis.

Area 19 and 20 - This change would require the reduction in the number of new dwelling units in TAZ 71 by roughly 54 (from 89 to 35). However, as approximately half of these homes are expected to be seasonal homes and, therefore, have low trip generation rates, this change will not have a significant impact on the model results.

The following areas were already accounted for in the model:

- Area 5 (Deerfield West End)
- Area 6 (Upper McIver Hill)
- Area 10 (Alder Drive Triangle)
- Area 11 (Old Greenwood North)
- Area 12 (Old Greenwood/Prosser Dam Road Triangle)
- Area 18 (South of Joerger Drive)
- Area 21 (PC-3 East)

Second Units – The General Plan traffic model assumes that the proportion of secondary units (“granny” units) in relation to total homes in Truckee will remain constant in the future. The residential trip rates for the model were developed based upon actual count data collected for the Prosser Lakeview, Glenshire, and Tahoe Donner residential neighborhoods. Therefore, the fact that the trip rates calibrate to existing conditions indicates that the trip rates include existing second units. Therefore, applying the same trip rates to future single-family lots would result in assuming the same proportion of second units to single-family lots in the future as occurs today. Sub-Appendix K contains the *Truckee General Plan Model - Inclusion of Second Units Memorandum* prepared by LSC (April 18, 2006). The analysis contained in this memorandum indicates that assuming that 20 percent of the lots developed between 2003 and the General Plan build out would contain second units and also assuming that zero percent of the existing developed lots have second units, would not impact the overall conclusions of the traffic analysis. Therefore, the traffic model was not updated to include a higher proportion of second units than exists today.

The turning-movement volumes resulting from the build out of the Proposed Truckee General Plan are shown in Table 17. The PM peak-hour and Average Daily Traffic (ADT) resulting on the study roadways upon build out of the Proposed Truckee General Plan are shown in Table 18 and Figure 6.

2. 2025 Build Out of Proposed Truckee General Plan Level of Service

Table 19 and Figure 7 provides a summary of the existing LOS at each of the study intersections, While Figure 8 depicts the mitigated LOS. Computer output of detailed LOS calculations for all intersections is provided in Sub-Appendix J of this report.

U. LOS Impacts

The applicable LOS thresholds for the study intersections and roadways are shown in Table 20.

1. No Build Alternative Condition: Build Out of 1996 General Plan

As Table 16 indicates, under this alternative, intersection LOS thresholds will be exceeded at the following 20 locations:

1. Donner Pass Road/Cold Stream Road/I-80 Eastbound Ramps
2. Donner Pass Road/I-80 Westbound Ramps (West Interchange)
3. SR 89 South/Donner Pass Road
4. West River Street/McIver Crossing
5. Donner Pass Road/Bridge Street
6. Bridge Street/West River Street
7. Donner Pass Road/Glenshire Drive
8. Donner Pass Road/I-80 Eastbound On Ramp (Eastern Interchange)
9. Donner Pass Road/Pioneer Trail
10. Donner Pass Road/SR 89 North
11. SR 267/I-80 Westbound Ramps
12. SR 267/I-80 Eastbound Ramps
13. SR 267/Brockway Road
14. SR 267/Schaffer Mill Road/Airport Road
15. SR 267/Waddle Ranch
16. SR 267/Northstar Drive
17. SR 267/Highlands Drive
18. SR 267/SR 28
19. SR 89/Squaw Valley Road
20. SR 89/Alpine Meadows Road

As Table 15 indicates, under this alternative, roadway LOS will be exceeded at the following seven locations:

1. SR 267 immediately south of I-80
2. SR 267 at the Truckee/Placer County line
3. SR 267 between Airport Road and Northstar Drive
4. Northstar Drive immediately west of SR 267
5. SR 28 immediately east of SR 89
6. SR 89 immediately south of SR 28
7. SR 89 immediately west of SR 28

TABLE 17: 2025 TURNING-MOVEMENT VOLUMES -- BUILD OUT OF PROPOSED TRUCKEE GENERAL PLAN

#	Intersection	Northbound			Southbound			Eastbound			Westbound		
		LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT
1	Donner Pass Road/Cold Stream Road/I-80 Eastbound Ramps	96	404	423	44	137	13	136	218	102	636	405	87
2	Donner Pass Road/I-80 Westbound Ramps (Western Interchange)	380	0	110	0	0	0	0	592	89	0	743	0
3	Donner Pass Road/Northwoods Boulevard	1	1	5	181	0	321	305	445	0	3	577	225
4	SR 89 South/Donner Pass Road	471	114	244	95	93	57	98	439	362	356	530	106
5	SR 89 South/Deerfield Drive	227	904	4	16	844	483	505	1	88	3	1	33
6	SR 89 South/West River Street	0	826	336	184	812	0	0	0	0	314	0	160
7	Donner Pass Road/I-80 Westbound Off Ramp (Central Interchange)	0	0	0	50	0	174	0	1,082	57	82	695	0
8	Donner Pass Road/I-80 Eastbound Off Ramp (Central Interchange)	18	0	91	0	0	0	0	1,092	0	0	769	0
9	West River Street/McIver Crossing	3	9	9	388	9	89	96	607	4	8	468	341
10	Donner Pass Road/Bridge Street	443	188	476	66	365	62	53	263	208	384	203	35
11	Bridge Street/West River Street	669	751	19	31	716	210	320	19	715	26	22	36
12	Brockway Road/Palisades Drive	210	0	151	0	0	0	0	947	381	152	1,097	0
13	Donner Pass Road/Glenshire Drive	203	0	318	0	0	0	0	404	547	470	282	0
14	Donner Pass Road/I-80 Westbound On Ramp (Eastern Interchange)	0	817	0	0	606	0	294	0	188	0	0	0
15	Donner Pass Road/I-80 Eastbound On Ramp (Eastern Interchange)	126	926	0	0	606	160	0	0	0	0	0	0
16	Donner Pass Road/Pioneer Trail	240	666	16	16	487	533	558	4	240	20	5	16
17	Donner Pass Road/SR 89 North	663	141	328	45	278	391	626	0	638	378	0	34
18	SR 267/I-80 Westbound Ramps	597	666	0	0	1,042	252	0	0	0	521	8	476
19	SR 267/I-80 Eastbound Ramps	0	1,127	670	545	1,019	0	136	0	443	0	0	0
20	SR 267/Brockway Road	700	1,078	89	173	834	456	451	174	658	142	328	269
21	SR 267/Schaffer Mill Road/Airport Road	34	1,261	57	107	1,163	288	397	29	57	63	25	107
20A	Glenshire Drive/Whitehorse/Martis Peak Road	17	0	45	9	0	14	9	80	42	46	129	20
22	SR 267/Waddle Ranch Access	0	1,209	50	136	1,151	0	0	0	0	52	0	152
23	SR 267/Northstar Drive	110	638	1	3	928	272	621	1	126	0	0	0
24	SR 267/Northstar Highlands Drive	38	508	25	227	635	192	0	8	50	34	6	241
25	SR 267/SR 28	1	0	3	413	1	332	434	1,078	1	3	849	944
26	SR 89/Squaw Valley Road	534	535	10	10	674	540	600	0	514	10	10	10
27	SR 89/Alpine Meadows Road	245	997	0	0	1,012	186	82	0	116	0	0	0
28	SR 89/Fairway Drive	0	0	0	20	0	16	2	1,126	0	0	1,220	18
29	SR 89/SR 28	803	70	7	57	53	35	42	510	55	484	499	33

Source: LSC Transportation Consultants, Inc.

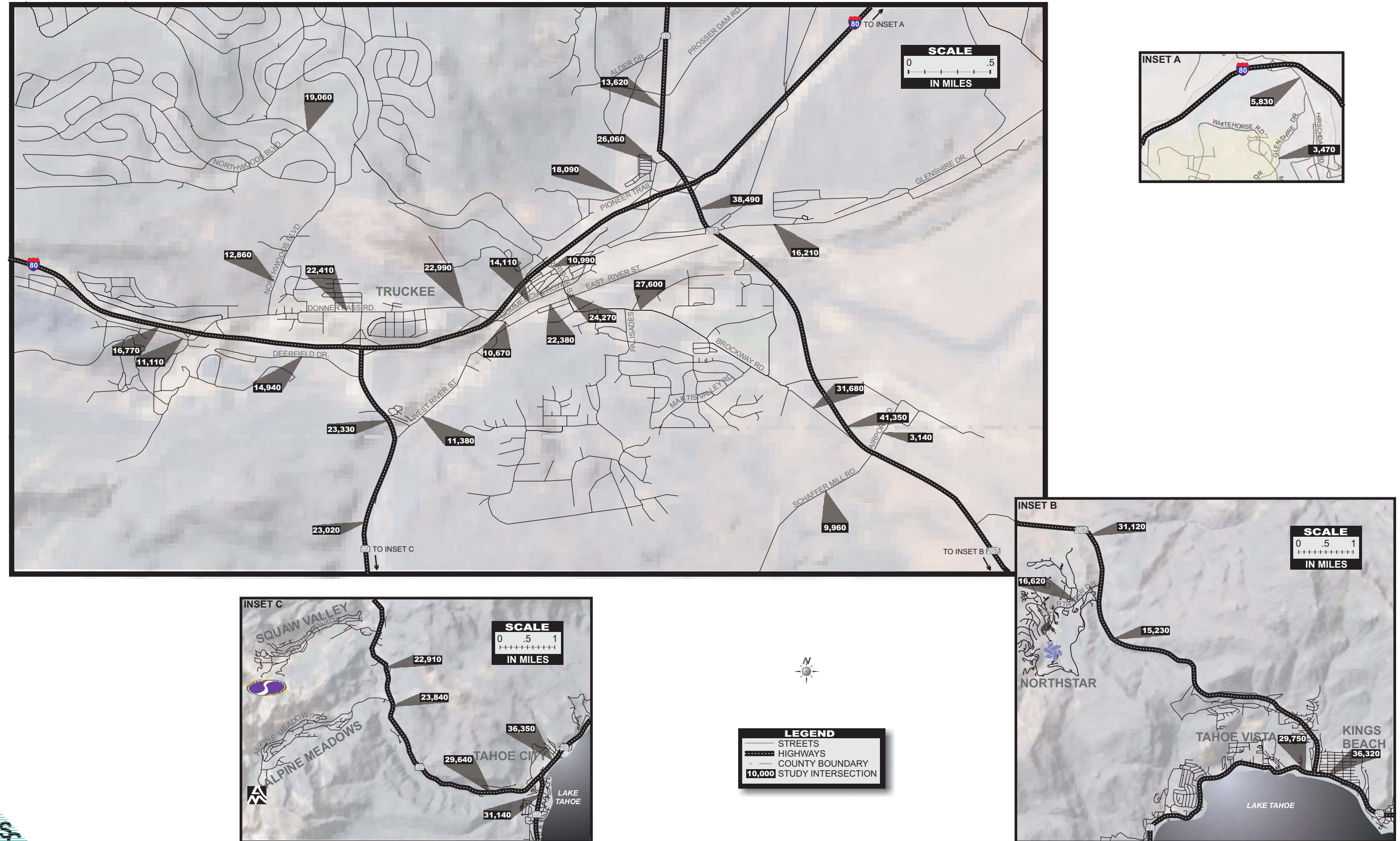
TABLE 18: 2025 PM PEAK-HOUR AND ADT TRAFFIC VOLUMES -- BUILD OUT OF PROPOSED TRUCKEE GENERAL PLAN

Roadway Segment	Jurisdiction	Classification	LOS Threshold	Maximum Allowable Peak-Hour Volume per Lane to Obtain LOS Threshold	Peak-Hour Two-Way Volume	Peak-Hour Peak-Direction Volume	ADT Factor	ADT	Maximum Allowable Two-Way ADT to Obtain LOS Threshold	LOS Threshold Exceeded?
Donner Pass Road immediately west of Cold Stream Road	Town of Truckee	Minor Arterial	D	1,420	970	514	11.45	11,110	NA	No
Northwood Boulevard immediately north of Donner Pass Road	Town of Truckee	Minor Arterial	D	1,420	1,033	531	12.45	12,860	NA	No
Northwoods Boulevard immediately south of Northwoods Boulevard	Town of Truckee	Minor Arterial	D	1,420	1,531	914	12.45	19,060	NA	No
Donner Pass Road immediately west of SR 89 South	Town of Truckee	Minor Arterial	D	1,420	1,957	1,058	11.45	22,410	NA	No
Deerfield Drive immediately west of SR 89 South	Town of Truckee	Minor Arterial	D	1,420	1,305	711	11.45	14,940	NA	No
West River Street immediately east of SR 89 South	Town of Truckee	Minor Arterial	D	1,420	994	520	11.45	11,380	NA	No
SR 89 South immediately south of West River Street	Town of Truckee/Caltrans	State Highway	D	1,890	2,288	1,162	10.06	23,020	NA	No
SR 89 South immediately north of West River Street	Town of Truckee/Caltrans	State Highway	D	1,890	1,982	996	11.77	23,330	NA	No
Donner Pass Road immediately west of the Central I-80 Interchange	Town of Truckee	Minor Arterial	D	1,420	2,008	1,139	11.45	22,990	NA	No
McIver Undercrossing	Town of Truckee	Minor Arterial	E	1,600	932	486	11.45	10,670	NA	No
Bridge Street under I-80	Town of Truckee	Minor Arterial	E	1,600	960	527	11.45	10,990	NA	No
Donner Pass Road immediately west of Bridge Street	Town of Truckee	Minor Arterial	E	1,200	1,232	708	11.45	14,110	NA	No
West River Street immediately west of Bridge Street	Town of Truckee	Minor Arterial	E	1,600	1,955	1,054	11.45	22,380	NA	No
Bridge Street immediately south of Donner Pass Road	Town of Truckee	Minor Arterial	E	1,600	2,064	1,107	11.76	24,270	NA	No
Brockway Road immediately east of Palisades Road	Town of Truckee	Minor Arterial	D	1,420	2,347	1,249	11.76	27,600	NA	No
Glenshire Drive immediately east of Donner Pass Road	Town of Truckee	Minor Arterial	D	1,420	1,538	1,017	10.54	16,210	NA	No
Glenshire Drive immediately east of Martis Peak Road	Town of Truckee	Minor Arterial	D	1,420	329	195	10.54	3,470	NA	No
Hirschdale Road Drive immediately south of I-80	Nevada County	Minor Arterial	C	1,240	547	276	10.65	5,830	NA	No
Donner Pass Road immediately north of Pioneer Trail	Town of Truckee	Minor Arterial	D	1,420	2,276	1,240	11.45	26,060	NA	No
Pioneer Trail immediately west of Donner Pass Road	Town of Truckee/Caltrans	Minor Arterial	D	1,420	1,580	802	11.45	18,090	NA	No
SR 89 North between Alder Drive and Donner Pass Road	Town of Truckee/Caltrans	State Highway	D	1,890	1,515	801	8.99	13,620	NA	No
SR 267 immediately south of I-80	Town of Truckee/Caltrans	State Highway	D	1,890	3,259	1,797	11.81	38,490	NA	No
SR 267 at the Truckee/Placer County line	Town of Truckee/Placer County/Caltrans	Highway	D	1,890	3,501	1,867	11.81	41,350	25,000	Yes
Brockway Road immediately west of SR 267	Town of Truckee	Minor Arterial	D	1,420	2,767	1,484	11.45	31,680	NA	No
Airport Road immediately east of SR 267	Placer County	Minor Arterial	D	NA	388	195	8.1	3,140	16,200	No
Schaffer Mill Road immediately west of SR 267	Placer County	Collector	D	NA	830	483	12.0	9,960	16,200	No
SR 267 between Airport Road and Northstar Drive	Placer County/Caltrans	Highway	E	NA	2,635	1,352	11.81	31,120	25,000	Yes
Northstar Drive immediately west of SR 267	Placer County	Collector	D	NA	1,130	748	14.71	16,620	16,200	Yes
SR 267 over Brockway Summit	Placer County/Caltrans	Highway	E	NA	1,290	719	11.81	15,230	21,000	No
SR 28 immediately west of SR 267	Placer County/Caltrans	Highway	E	NA	2,695	1,513	11.04	29,750	50,000	No
SR 28 immediately east of SR 267	Placer County/Caltrans	Highway	E	NA	3,290	1,796	11.04	36,320	50,000	No
SR 28 immediately east of SR 89	Placer County/Caltrans	Highway	E	NA	2,194	1,178	16.57	36,350	25,000	Yes
SR 89 immediately south of SR 28	Placer County/Caltrans	Highway	E	NA	2,734	1,484	11.39	31,140	25,000	Yes
SR 89 immediately west of SR 28	Placer County/Caltrans	Highway	E	NA	2,602	1,337	11.39	29,640	25,000	Yes
SR 89 immediately south of Alpine Meadows Road	Placer County/Caltrans	Highway	E	NA	2,370	1,242	10.06	23,840	25,000	No
SR 89 between Alpine Meadows Road and Squaw Valley Road	Placer County/Caltrans	Highway	E	NA	2,277	1,198	10.06	22,910	25,000	No

Note: NA = Not Applicable
Source: LSC Transportation Consultants, Inc.

Figure 6

ADT VOLUMES RESULTING FROM BUILD OUT OF PROPOSED TRUCKEE GENERAL PLAN



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TABLE 19: 2025 INTERSECTION LOS -- BUILD OUT PROPOSED TRUCKEE GENERAL PLAN (1/2)

Bold Text Indicates LOS Threshold Exceeded						
Summer 2025 PM Peak-Hour LOS						
#	Intersection	Unmitigated Traffic Control	Movement	Unmitigated LOS	Mitigation	Mitigated LOS
1	Donner Pass Road/Cold Stream Road/I-80 EB Ramps	4-Way Stop-Controlled	Worst Movement	F	Construct Two-Lane Roundabout with 90-Foot Island Diameter and 30-Foot Circulating Width	B
			Total Intersection	F		B
1	Donner Pass Road/Cold Stream Road/I-80 EB Ramps	4-Way Stop-Controlled	Worst Movement	F	Signalize, Construct NBL, NBT, NBR (Remove NBL/T/R Shared), SBL, SBT/R Shared (Remove SBL/T/R Shared), EBT, EBR (Remove EBT/R Shared)	--
			Total Intersection	F		D
2	Donner Pass Road/I-80 WB Ramps (West Interchange)	Two-Way Stop Controlled	Worst Movement	F	Signalize	--
			Total Intersection	F		B
3	Donner Pass Road/Northwoods Boulevard	Traffic Signal	Total Intersection	C	No Mitigation Required	C
4	SR 89 South/Donner Pass Road	Traffic Signal	Total Intersection	E	Construct NBL and NBT/R Shared (Remove L/T Shared and RT), Provide EBRT Overlap Timing	D
4	SR 89 South/Donner Pass Road	Traffic Signal	Total Intersection	E	Construct Two-Lane Roundabout with 75-Foot Island Diameter and 30-Foot Circulating Width	C
						B
5	SR 89 South/Deerfield Drive	Traffic Signal	Total Intersection	C	No Mitigation Required	C
6	SR 89 South/West River Street	Traffic Signal	Total Intersection	B	No Mitigation Required	B
7	Donner Pass Road/I-80 Westbound Off Ramp (Central Interchange)	Two-Way Stop Controlled	Worst Movement	E	No Mitigation Required	E
			Total Intersection	A		A
8	Donner Pass Road/I-80 Eastbound Off Ramp (Central Interchange)	Two-Way Stop Controlled	Worst Movement	E	No Mitigation Required	E
			Total Intersection	A		A
9	West River Street/McIver Crossing	Two-Way Stop Controlled	Worst Movement	F	Signalize	--
			Total Intersection	F		C
9	West River Street/McIver Crossing	Two-Way Stop Controlled	Worst Movement	F	Construct Single-Lane Roundabout with 60-Foot Island and 24-Foot Circulating Width	B
			Total Intersection	F		B
10	Donner Pass Road/Bridge Street (1)	3-Way Stop-Controlled	Worst Movement	F	Signalize, Construct NBL/T Shared, NBR (remove L/T/R Shared), SBR, SBL/T Shared (Remove SBL/T/R Shared), 2nd WBLT and Provide EBRT and NBRT Overlap Timing	--
			Total Intersection	F		E
11	Bridge Street/West River Street	Two-Way Stop Controlled	Worst Movement	F	Signalize, Construct 2nd NBL (2 Total), SBT, SBR (Remove SBT/R Shared) and Provide EBRT Overlap Timing	--
			Total Intersection	F		E
12	Brockway Road/Palisades Drive	Traffic Signal	Total Intersection	C	No Mitigation Required	C
13	Donner Pass Road/Glenshire Drive	Two-Way Stop Controlled	Worst Movement	F	Signalize and Construct EBR	--
			Total Intersection	F		D
13	Donner Pass Road/Glenshire Drive	Two-Way Stop Controlled	Worst Movement	F	Construct Single-Lane Roundabout with 60-Foot Island and 20-Foot Circulating Width	D
			Total Intersection	F		C
14	Donner Pass Road/I-80 Westbound On Ramp (Eastern Interchange)	Two-Way Stop Controlled	Worst Movement	B	No Mitigation Required	B
			Total Intersection	A		A

Note:: NB = northbound, SB = southbound, EB = eastbound, WB = westbound, L = left-turn lane, T = through lane, R = right-turn lane
Source: LSC Transportation Consultants, Inc.

TABLE 19: 2025 INTERSECTION LOS -- BUILD OUT OF PROPOSED TRUCKEE GENERAL PLAN (2/2)

Bold Text Indicates LOS Threshold Exceeded								
Summer 2025 PM Peak-Hour LOS								
#	Intersection	Unmitigated Traffic Control	Movement	Unmitigated LOS		Mitigation	Mitigated LOS	
15	Donner Pass Road/I-80 Eastbound On Ramp (Eastern Interchange)	Two-Way Stop Controlled	Worst Movement	F		Signalize	--	
			Total Intersection	F			B	
16	Donner Pass Road/Pioneer Trail	Two-Way Stop Controlled	Worst Movement	F		Signalize with Addition of 4th Westbound Leg and Associated Turn Lanes	--	
			Total Intersection	F			D	
16	Donner Pass Road/Pioneer Trail	Two-Way Stop Controlled	Worst Movement	F		Construct Roundabout with 90-Foot Island Diameter and 24-Foot Circulating Width	D	
			Total Intersection	F			C	
17	Donner Pass Road/SR 89 North	Two-Way Stop Controlled with Acceleration Lane	Worst Movement	F		Signalize, Construct 2nd NBL (2 Total), NBR, SBL, WBL, WBT/R, 2nd EBL (2 Total), EBT and Provide NBRT, SBRT, EBRT Overlap Timing	--	
			Total Intersection	F			D	
17	Donner Pass Road/SR 89 North	Two-Way Stop Controlled with Acceleration Lane	Worst Movement	F		Construct Two-Lane Roundabout with 35-Foot Circulating Width and 115-Foot Island Diameter	D	
			Total Intersection	F			B	
18	SR 267/I-80 Westbound Ramps	Traffic Signal	Total Intersection	F		Construct NBL (2 Total) and SBT (2 Total)	D	
18	SR 267/I-80 Westbound Ramps	Traffic Signal	Worst Movement	F			Construct Two-Lane Roundabout with 34-Foot Circulating Width and 160-Foot Island Diameter	D
			Total Intersection	--				C
19	SR 267/I-80 Eastbound Ramps	Traffic Signal	Total Intersection	F		Construct 2nd NBT, 2nd SBT, and 2nd SBL	D	
19	SR 267/I-80 Eastbound Ramps	Traffic Signal	Worst Movement	F		Construct Two-Lane Roundabout with 34-Foot Circulating Width and 100-Foot Island Diameter	D	
			Total Movement	--			C	
20	SR 267/Brockway Road	Traffic Signal	Total Intersection	F		Construct 2nd NBL, 2 NBT, NBR (Remove NBT/R Shared), 2nd SBT, 2 EBL, EBT (Remove EBT/L Shared), WBL, WBT, WBR (Remove WBL/T/R Shared) and Provide SBRT, EBRT, and WBRT Overlap Timing	D	
20A	Glenshire Drive/Whitehorse Drive/Martis Peak Road	Two-Way Stop Controlled	Worst Movement	B		No Mitigation Required	B	
			Total Intersection	A			A	
21	SR 267/Schaffer Mill Road/Airport Road	Traffic Signal	Total Intersection	F		Add NBT (2 total) and SBT (2 total)	C	
22	SR 267/Waddle Ranch	Two-Way Stop Controlled	Worst Movement	F		Construct Southbound Acceleration Lane	F	
			Total Intersection	D			A	
23	SR 267/Northstar Drive	Traffic Signal	Total Intersection	C		Construct 2nd EBL	C	
24	SR 267/Highlands Drive	Two-Way Stop Controlled	Worst Movement	F		No Mitigation Required <i>Signal Warrant Not Met</i>	F	
			Total Intersection	B			B	
25	SR 267/SR 28	Traffic Signal	Total Intersection	F		Construct WBR with Overlap Timing	E	
26	SR 89/Squaw Valley Road	Traffic Signal	Total Intersection	E		No Mitigation Required	E	
27	SR 89/Alpine Meadows Road	Two-Way Stop Controlled	Worst Movement	F		Signalize	--	
			Total Intersection	F			C	
28	SR 89/Fairway Drive	Two-Way Stop Controlled	Worst Movement	D		No Mitigation Required	D	
			Total Intersection	A			A	
29	SR 89/SR 28 "Wye"	Traffic Signal	Total Intersection	C		No Mitigation Required	C	

Note:: NB = northbound, SB = southbound, EB = eastbound, WB = westbound, L = left-turn lane, T = through lane, R = right-turn lane
Source: LSC Transportation Consultants, Inc.

Figure 7

2025 PROPOSED GENERAL PLAN UNMITIGATED SUMMER PM PEAK HOUR LOS

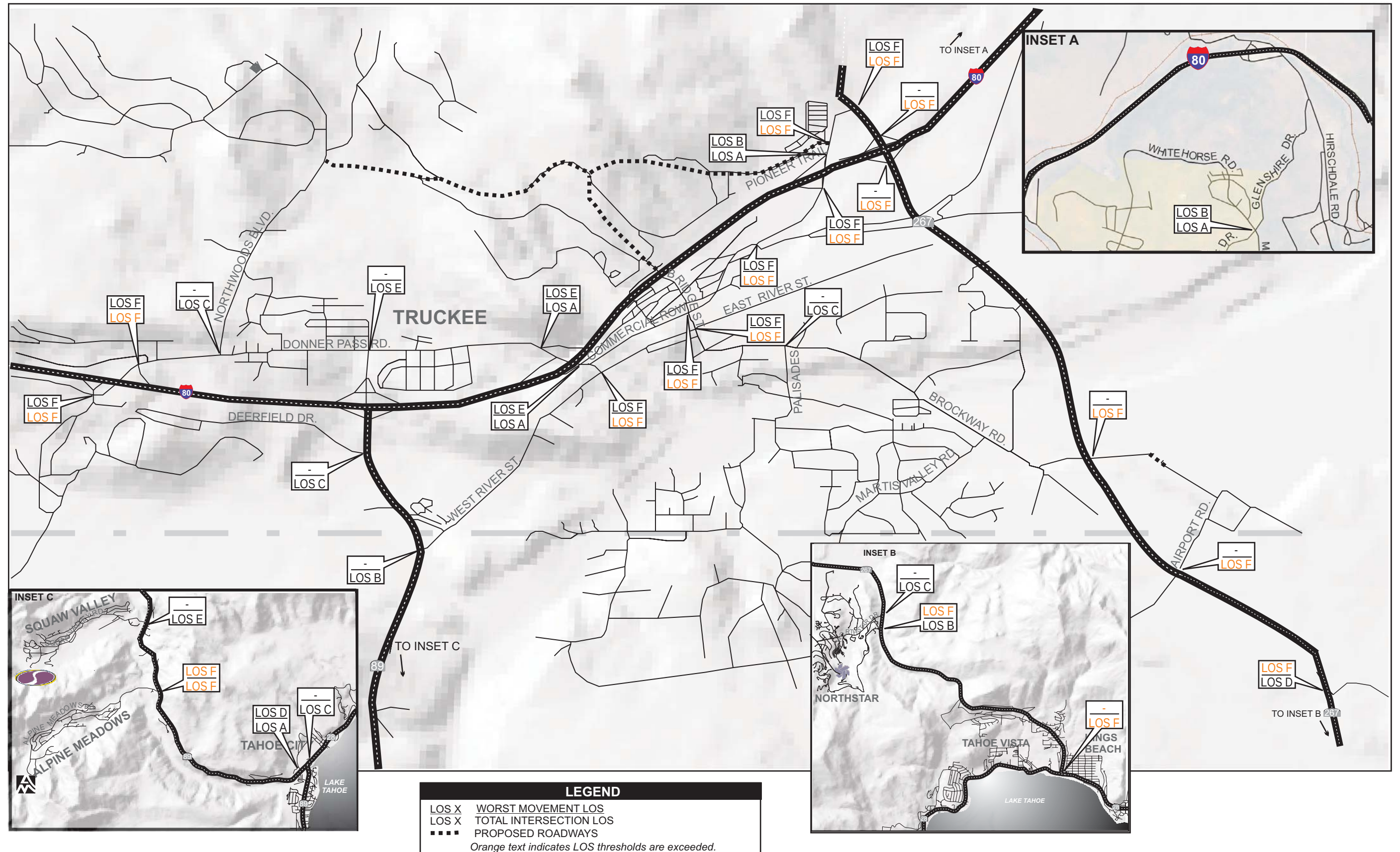


Figure 8

2025 PROPOSED GENERAL PLAN MITIGATED SUMMER PM PEAK HOUR LOS

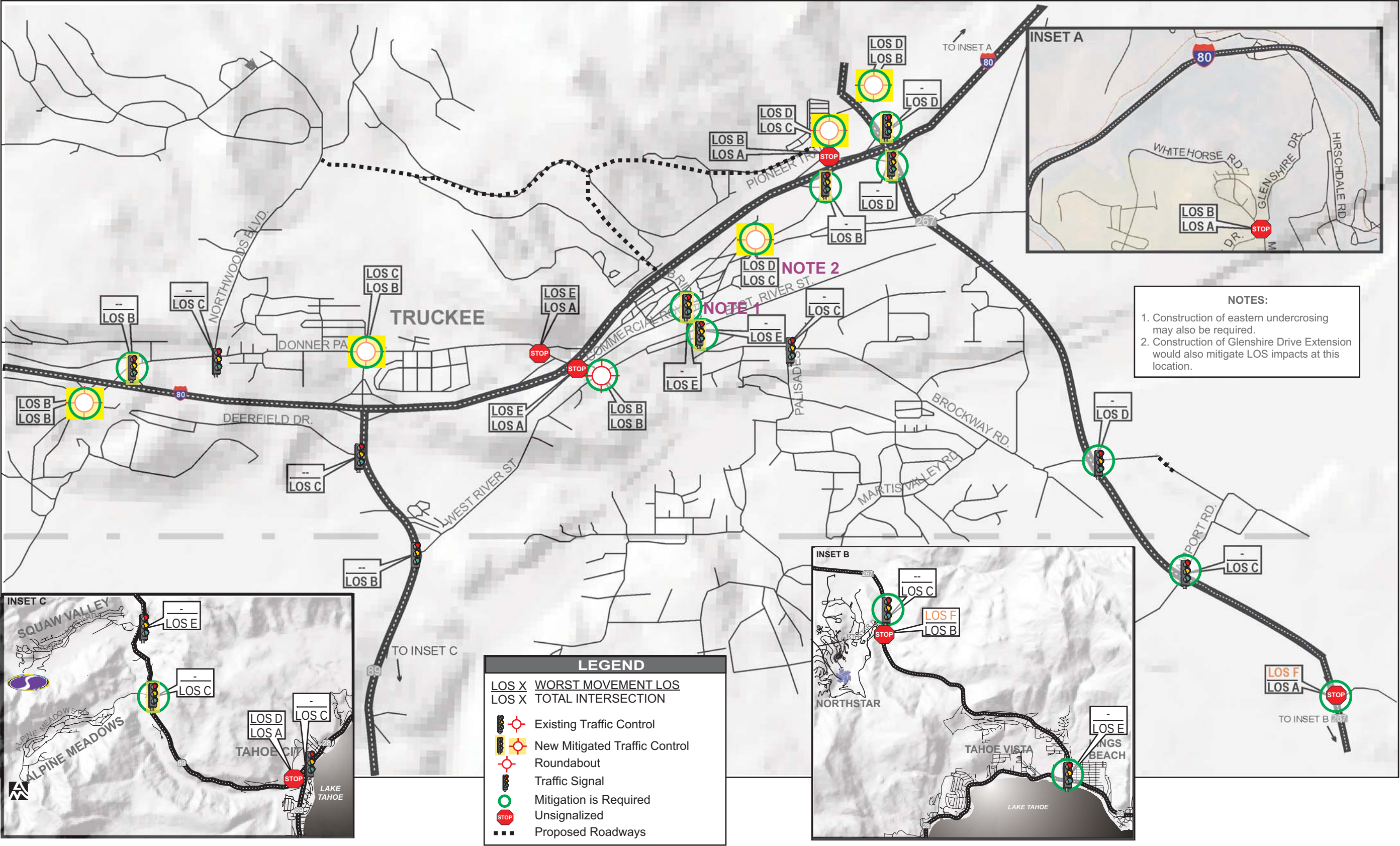


TABLE 20: EXISTING LOS STANDARDS

Roadway Element	Relevant LOS Standard	Source	Notes
Intersections			
Intersections within Town of Truckee and Outside Downtown Study Area	D	Town of Truckee General Plan	Applies to total intersection delay.
Intersections within Town of Truckee and Inside Downtown Study Area	E	Town of Truckee General Plan	Applies to total intersection delay.
Intersections within Placer County outside of TRPA along State Highways	E	Placer County Regional Transportation Congestion Management Plan	If worst movement LOS at an unsignalized intersection in Placer County is equal to LOS F a signal warrant analysis is used to determine if mitigation is required.
Intersections within Placer County and ½ mile of a State Highway outside of TRPA	D	Placer County General Plan	If worst movement LOS at an unsignalized intersection in Placer County is equal to LOS F a signal warrant analysis is used to determine if mitigation is required.
Intersections within Placer County more than ½ mile from a Highway outside of TRPA	C	Placer County General Plan	If worst movement LOS at an unsignalized intersection in Placer County is equal to LOS F a signal warrant analysis is used to determine if mitigation is required.
Signalized Intersections within the Tahoe Basin	D	TRPA Regional Transportation Plan/Air Quality Plan	Up to 4 hours per day of LOS E may be acceptable.
Unsignalized Intersections within the Tahoe Basin	No Current Standard	--	--
Intersections within Community Regions in Nevada County	D	Nevada County General Plan	As Nevada County does not specify whether LOS thresholds apply to total intersection or worst approach LOS, the thresholds are conservatively assumed to apply to worst approach LOS.
Intersections within Community Regions with Existing LOS Less than D	Existing LOS	Nevada County General Plan	--
Intersections Outside Community Regions in Nevada County	C	Nevada County General Plan	--
ROADWAYS			
Highways within the Town of Truckee	D	Town of Truckee General Plan and NCTC Level of Service Criteria Study	Capacity of 1,890 peak-hour vehicles per hour per lane.
Minor Arterials within the Town of Truckee Outside Downtown Study Area	D	LSC	Capacity of 1,420 peak-hour vehicles per hour per lane.
Minor Arterials within the Town of Truckee In the Downtown Study Area	E	LSC	Capacity of 1,600 peak-hour vehicles per hour per lane.
Highways within Placer County outside of TRPA	E	Placer County Regional Transportation Congestion Management	Capacity of 12,500 ADT per lane for level terrain and 10,500 ADT per land for rolling terrain.
Arterials within Placer County outside of TRPA	C or LOS D if within ½ mile of a highway	Placer County Regional Transportation Congestion Management Plan	Capacity of 8,100 ADT per lane for LOS D and 7,200 per lane for LOS C.
Roadways within unincorporated rural regions in Nevada County	C	Nevada County General Plan	--

2. No Build Alternative Condition: Build Out of 1996 General Plan

As Table 19 indicates, under this alternative, intersection LOS thresholds will be exceeded at the following 20 locations:

8. Donner Pass Road/Cold Stream Road/I-80 Eastbound Ramps
9. Donner Pass Road/I-80 Westbound Ramps (West Interchange)
10. SR 89 South/Donner Pass Road
11. West River Street/McIver Crossing
12. Donner Pass Road/Bridge Street
13. Bridge Street/West River Street
14. Donner Pass Road/Glenshire Drive
15. Donner Pass Road/I-80 Eastbound On Ramp (Eastern Interchange)
16. Donner Pass Road/Pioneer Trail
17. Donner Pass Road/SR 89 North
18. SR 267/I-80 Westbound Ramps
19. SR 267/I-80 Eastbound Ramps
20. SR 267/Brockway Road
21. SR 267/Schaffer Mill Road/Airport Road
22. SR 267/Waddle Ranch
23. SR 267/Northstar Drive
24. SR 267/Highlands Drive
25. SR 267/SR 28
26. SR 89/Squaw Valley Road
27. SR 89/Alpine Meadows Road

As Table 18 indicates, under this alternative, roadway LOS will be exceeded at the following six locations:

8. SR 267 at the Truckee/Placer County line
9. SR 267 between Airport Road and Northstar Drive
10. Northstar Drive immediately west of SR 267
11. SR 28 immediately east of SR 89
12. SR 89 immediately south of SR 28
13. SR 89 immediately west of SR 28

V. LOS Mitigation Measures

Future conditions under the General Plan Update could cause roadway segments or intersections in Truckee, Martis Valley, and unincorporated Placer County to fall below LOS standards. The following discusses required mitigation measures.

No Build Alternative, 2025 Build Out of 1996 Truckee General Plan: The mitigation measures identified in Table 16 would mitigate intersection LOS impacts. In addition, the following roadway segments would need to be widened:

- SR 267 immediately south of I-80
- SR 267 at the Truckee/Placer County line
- SR 267 between Airport Road and Northstar Drive

- Northstar Drive immediately west of SR 267
- SR 28 immediately east of SR 89
- SR 89 immediately south of SR 28
- SR 89 immediately west of SR 28

Proposed Project Alternative, 2025 Build Out of Proposed Truckee General Plan: The mitigation measures identified in Table 19 would result in mitigating intersection LOS impacts. In addition, the following roadway segments would need to be widened:

- SR 267 at the Truckee/Placer County line
- SR 267 between Airport Road and Northstar Drive
- Northstar Drive immediately west of SR 267
- SR 28 immediately east of SR 89
- SR 89 immediately south of SR 28
- SR 89 immediately west of SR 28

Please note that implementation of the new unsignalized intersection LOS policy (unsignalized intersections exceed LOS standards when the worst movement delay exceeds four vehicle hours) proposed as part of the Proposed General Plan would have no impact on which intersections require mitigation by 2025, as all those intersections identified to “fail” under the new policy are also identified under the existing policy. However, the timing of the implementation of the mitigation measures will be affected under the new proposed policy. Specifically, the intersections will need improvements with a lower traffic volume (sooner, as traffic increases) under the new proposed policy as compared to the existing policy.

TOWN OF TRUCKEE
2004 GENERAL PLAN UPDATE

APPENDIX A: GENERAL PLAN TRAFFIC STUDY

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Sub-Appendix A

Development of 2003 Design Volumes

Development of Summer 2003 Design Volumes

A crucial step in development of a traffic model is collecting and refining a comprehensive set of existing design volumes. This is a particularly difficult step in Truckee due to the substantial day-to-day variations in traffic activity associated with visitor traffic. Existing summer 2003 design volumes for the study were developed in the following steps:

1. Intersection traffic counts were conducted at a total of 35 intersections over the course of the summer of 2003. A map showing the location of these intersections and the identification number assigned to each is presented as Figure A.
2. The intersection counts were then adjusted to reflect the period of 10th-highest summer peak-hour conditions. This adjustment was largely made based upon road-tube counts conducted on Donner Pass Road immediately east of Meadow Way that were conducted throughout the summer. The results of these counts are presented in Table A, as well as the daily traffic volumes and peak-hour two-way traffic volume observed on each day. Note that estimates were required for a portion of the summer when a failure of the road tube equipment occurred; in these periods, estimates were made based upon relative volumes observed at other locations around Truckee.
3. When ordered by peak-hour volume, the 10th-highest peak-hour volume was found to occur on Friday, August 8, 2003. In this period, the total two-way traffic volume on Donner Pass Road (1,683 vehicles per hour) was 94.8 percent of the absolute peak volume of 1,776 vehicles per hour observed on Saturday, August 2.
4. The ratio of the 10th-highest peak-hour volume to the peak-hour volume observed on the day of the individual intersection counts was then used to factor the observed intersection count data. For instance, if DPR volume on the day of a specific intersection count was exceeded by the Donner Pass Road volume on the 10th-highest day by 20 percent, the intersection volumes were increased by a factor of 1.2.
5. Next, intersection volumes were adjusted to reflect the impact of short-term roadway construction, specifically the sporadic closures that occurred along "Old 267" associated with paving. Fortunately, few of the counts occurred during these periods, and most were far enough removed from the closure to not be significantly affected. For those locations close to the closure location, other intersection turning movement and roadway data were used to adjust the observed volumes.
6. The intersection volumes were also adjusted to reflect the fact that the DPR / I-80 East partial interchange was not open throughout the summer. Specifically, observed intersection volumes (particularly at the SR 267/I-80 and the DPR / Central I-80 interchanges) were reviewed, and volume reassigned to the regional roadway system in accordance with the relative travel times that will be provided now that the ramps have been opened. Based upon Town direction, additional counts were conducted during the summer 2004 at the Donner Pass Road/Glenshire, Donner Pass Road/I-80 Ramps, Donner Pass Road/SR 89 North, Donner Pass Road/Church Street, and Donner Pass Road/Bridge Street intersections to verify appropriate reductions were made. The 2004 counts at the Donner Pass Road/I-80 Ramps and Donner Pass Road/Bridge Street intersections were adjusted to reflect 2003 conditions and used in the model calibration instead of the 2003 counts.
7. Finally, the resulting intersection turning movements were balanced to ensure that roadway volumes exiting one intersection are within a reasonable range of the volumes entering an adjacent intersection, given the impacts of intervening intersections and the normal variation in traffic activity. To provide

the most accurate overall estimate of traffic activity, both increases in the relatively low volume and equivalent decreases in the relatively high volume were applied.

8. Traffic Volumes at the Glenshire Drive/Martis Peak Road/Whitehorse Road intersection were based upon those contained in the Tahoe Boca EIR.
9. The traffic volumes at the SR 89/Squaw Valley Road and SR 89/Alpine Meadows Road intersections were estimated based upon the *Village at Squaw Valley EIR/EIS* (Placer County Planning Department, 1998/1999). The 1998 traffic volumes from this study were higher than recent 2003 counts conducted by Caltrans. Therefore, the higher of the two sets of volumes was used.
10. The design volumes at the SR 89/Fairway Drive and SR 89/SR 28 intersections were based upon the 2003 design volumes identified in the *SR 89 Fanny Bridge Alternatives Traffic Study* (LSC, August 2003).

The resulting design volumes are presented in Table B.

Figure 1

STUDY INTERSECTIONS

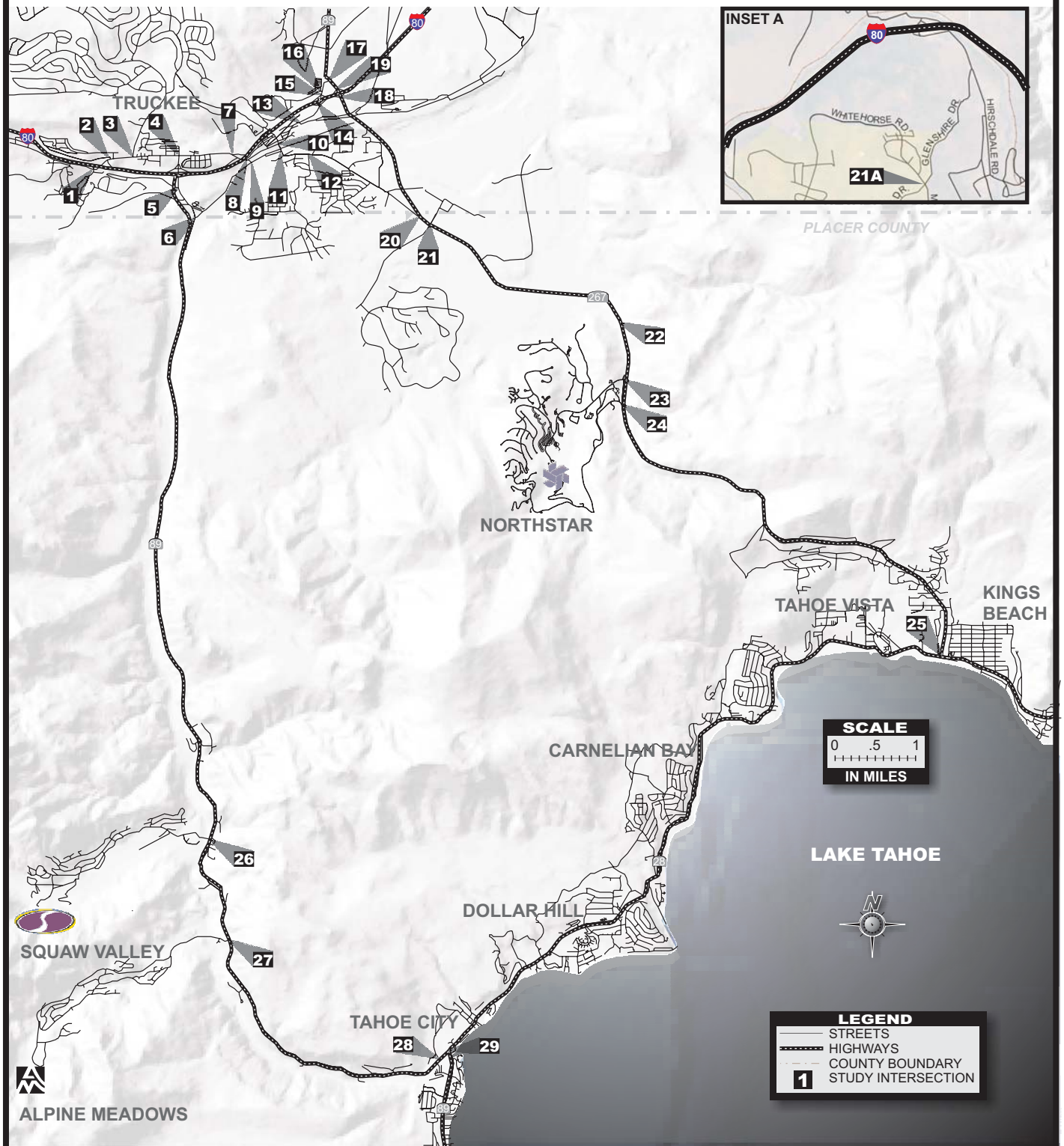


**Table A: Summary Road Tube Counts- Donner Pass Rd
(Immediately West of Meadow Way)**

		Peak Hour Volumes				Daily Total
Day	Peak Hour	WB	EB	Total		
Friday	07/18/03 04:00 PM	909	797	1,706	20,333	
Saturday	07/19/03 11:00 AM	789	828	1,617	19,885	
Sunday	07/20/03 12:00 PM	863	727	1,590	17,068	
Monday	07/21/03 12:15 PM	794	707	1,501	18,092	
Tuesday	07/22/03 03:45 PM	783	781	1,564	17,781	
Wednesday	07/23/03 12:15 PM	814	734	1,548	17,506	
Thursday	07/24/03 12:30 PM	864	780	1,644	18,773	
Friday	07/25/03 12:00 PM	855	838	1,693	20,863	
Saturday	07/26/03 12:30 PM	890	837	1,727	20,299	
Sunday	07/27/03 12:30 PM	817	751	1,568	17,402	
Monday	07/28/03 04:45 PM	851	668	1,519	18,451	
Tuesday	07/29/03 12:00 PM	833	748	1,581	18,126	
Wednesday	07/30/03 03:30 PM	789	667	1,456	18,056	
Thursday	07/31/03 03:30 PM	835	820	1,655	18,253	
Friday	08/01/03 03:45 PM	867	792	1,659	19,779	
Saturday	08/02/03 12:45 PM	920	856	1,776	18,435	
Sunday	08/03/03 12:00 PM	792	739	1,531	16,446	
Monday	08/04/03 05:00 PM	912	727	1,639	19,039	
Tuesday	08/05/03 12:00 PM	764	762	1,526	19,090	
Wednesday	08/06/03 12:00 PM	861	673	1,533	19,017	
Thursday	08/07/03 05:00 PM	927	774	1,701	19,618	
Friday	08/08/03 11:30 AM	827	856	1,683	21,028	
Saturday	08/09/03 11:30 AM	835	869	1,704	20,648	
Sunday	08/10/03 12:00 PM	885	749	1,634	17,913	
Monday	08/11/03 11:45 AM	825	755	1,580	18,936	
Tuesday	08/12/03 04:45 PM	862	699	1,561	16,087	
Wednesday	08/13/03 12:00 PM	815	702	1,517	14,756	
Thursday	08/14/03 05:30 PM	838	700	1,538	17,737	
Friday	08/15/03 04:45 PM	853	759	1,612	20,140	
Saturday	08/16/03 12:45 PM	786	721	1,507	18,266	
Sunday	08/17/03 11:30 AM	771	612	1,383	15,163	
Monday	08/18/03 06:00 PM	627	624	1,251	14,993	
Tuesday	08/19/03 04:45 PM	760	616	1,376	14,183	
Wednesday	08/20/03 12:00 PM	774	667	1,441	14,014	
Thursday	08/21/03 12:30 PM	827	691	1,518	17,502	
Friday	08/22/03 10:00 AM	849	797	1,646	20,039	
Saturday	08/23/03 12:00 PM	785	759	1,544	18,658	
Sunday	08/24/03 09:15 AM	703	680	1,383	14,719	
Monday	08/25/03 08:00 AM	579	695	1,273	15,801	
Tuesday	08/26/03 10:45 AM	710	688	1,398	16,208	
Wednesday	08/27/03 08:30 AM	692	616	1,308	14,587	
Thursday	08/28/03 04:30 PM	724	658	1,382	15,760	
Friday	08/29/03 12:00 PM	800	817	1,617	19,214	
Saturday	08/30/03 11:00 AM	703	982	1,685	18,561	
Sunday	08/31/03 12:00 PM	829	901	1,730	17,502	
Monday	09/01/03 11:45 AM	713	641	1,354	15,034	
Tuesday	09/02/03 02:30 PM	813	804	1,617	18,299	
Wednesday	09/03/03 02:15 PM	763	650	1,413	16,439	
Thursday	09/04/03 04:30 PM	784	765	1,549	16,754	
Friday	09/05/03 04:30 PM	770	769	1,539	18,591	
Saturday	09/06/03 12:15 PM	765	692	1,457	15,704	
Sunday	09/07/03 12:00 PM	650	641	1,291	12,215	
Monday	09/08/03 12:15 PM	754	757	1,511	16,388	
Tuesday	09/09/03 12:15 PM	732	705	1,437	16,628	
Wednesday	09/10/03 04:45 PM	749	697	1,446	15,951	
Thursday	09/11/03 04:45 PM	743	776	1,519	17,008	
Friday	09/12/03 02:45 PM	785	768	1,553	18,305	
Saturday	09/13/03 11:15 AM	639	693	1,332	15,183	
Sunday	09/14/03 12:00 PM	568	599	1,167	12,497	
Monday	09/15/03 12:15 PM	726	703	1,429	16,257	
Tuesday	09/16/03 04:45 PM	778	722	1,500	16,908	
Wednesday	09/17/03 04:45 PM	743	687	1,430	16,086	
Thursday	09/18/03 04:30 PM	757	739	1,496	17,311	
Friday	09/19/03 03:00 PM	741	949	1,690	18,400	
Saturday	09/20/03 12:00 PM	772	774	1,546	16,635	
Sunday	09/21/03 12:00 PM	640	647	1,287	12,829	
Monday	09/22/03 12:15 PM	714	761	1,475	15,829	
Tuesday	09/23/03 03:15 PM	619	704	1,323	15,844	
Wednesday	09/24/03 04:30 PM	753	796	1,549	16,626	

Shading indicates estimates based on trend data for other roadway counts in Truckee on these specific days, due to road tube counter failure on Donner Pass Road.

TABLE B: 2003 Design Volumes

#	Intersection	Northbound			Southbound			Eastbound			Westbound		
		LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT
1	Donner Pass Road/Cold Stream Road/I-80 Eastbound Ramps	25	40	46	57	25	5	142	194	24	61	322	110
2	Donner Pass Road/I-80 Westbound Ramps (Western Interchange)	132	0	92	0	0	0	0	287	7	0	354	0
3	Donner Pass Road/Northwoods Boulevard	1	1	5	326	0	140	127	332	0	3	374	364
4	SR 89 South/Donner Pass Road	388	69	175	74	173	78	97	373	437	262	520	95
5	SR 89 South/Deerfield Drive	218	609	0	0	609	329	363	0	67	0	0	0
6	SR 89 South/West River Street	0	482	135	260	498	0	0	0	0	104	0	195
7	Donner Pass Road/I-80 Westbound Off Ramp (Central Interchange)	0	0	0	49	0	188	0	676	0	0	601	0
8	Donner Pass Road/I-80 Eastbound Off Ramp (Central Interchange)	9	0	92	0	0	0	0	699	0	0	609	0
9	West River Street/McIver Crossing	3	9	9	159	9	95	212	281	4	8	214	134
10	Donner Pass Road/Bridge Street	214	91	185	18	86	62	53	207	208	139	118	5
11	Bridge Street/West River Street	284	362	11	22	341	70	94	20	335	18	12	34
12	Brockway Road/Palisades Drive	171	0	108	0	0	0	0	404	230	105	415	0
13	Donner Pass Road/Glenshire Drive	159	0	111	0	0	0	0	319	374	151	162	0
14	Donner Pass Road/I-80 Westbound On Ramp (Eastern Interchange)	70	404	0	0	181	122	0	0	0	0	0	0
15	Donner Pass Road/I-80 Eastbound On Ramp (Eastern Interchange)	0	434	0	0	181	0	99	0	138	0	0	0
16	Donner Pass Road/Pioneer Trail	85	315	0	0	192	60	54	0	91	0	0	0
17	Donner Pass Road/SR 89 North	76	223	0	0	278	194	284	0	109	0	0	0
18	SR 267/I-80 Westbound Ramps	319	213	0	0	243	144	0	0	0	154	8	86
19	SR 267/I-80 Eastbound Ramps	0	360	204	151	246	0	172	0	204	0	0	0
20	SR 267/Brockway Road	259	427	2	11	309	130	109	15	298	12	13	28
21	SR 267/Schaffer Mill Road/Airport Road	11	493	27	67	525	27	87	6	29	36	5	108
22	SR 267/Waddle Ranch Access	0	531	0	0	590	0	0	0	0	0	0	0
23	SR 267/Northstar Drive	46	385	0	0	512	78	146	0	62	0	0	0
24	SR 267/Northstar Highlands Drive	0	431	0	0	574	0	0	0	0	0	0	0
24A	Gelnshire Drive/Whitehorse/Martis Peak Road	3	0	10	7	0	11	7	71	5	4	122	16
25	SR 267/SR 28	1	0	3	329	1	270	206	850	1	3	689	430
26	SR 89/Squaw Valley Road	280	377	10	10	530	160	263	0	290	10	10	10
27	SR 89/Alpine Meadows Road	210	608	0	0	700	130	49	0	70	0	0	0
28	SR 89/Fairway Drive	0	0	0	20	0	16	2	932	0	0	739	18
29	SR 89/SR 28	421	51	6	58	52	36	42	468	47	526	400	33
			2nd RT	604					2nd RT	517			

Sub-Appendix B
2003 Intersection LOS Calculations
And Roundabout Capacity



TRANSPORTATION PLANNING
& TRAFFIC ENGINEERING CONSULTANTS

2690 Lake Forest Road, Suite C
Tahoe City, California 96145
(530) 583-4053 FAX: (530) 583-5966
EMAIL: info@lsctahoe.com
www.lsctahoe.com

MEMORANDUM

DATE: April 21, 2006

TO: Duane Hall, Town of Truckee Planner

FROM: Becky Bucar, LSC

SUBJECT: Truckee General Plan Traffic Analysis - Remaining Roundabout Capacity

Per your request, LSC has prepared an analysis of the remaining capacity available in 2025 at the roundabouts analyzed in the Truckee General Plan EIR. This memorandum is specifically meant to respond to Bob Johnston's comments requesting the maximum traffic volume for each intersection analyzed as a roundabout that could be accommodated while still maintaining a LOS D or E (depending if the intersection is in the Downtown Study Area or not). The purpose of the analysis is to depict whether the roundabout analyses are "cutting it close" in terms of available capacity.

The following is an excerpt from *A Roundabout Case Study Comparing Capacity Estimates from Alternative Analytical Models* (Rahmi Akçelik, June 2004) that is pertinent to this discussion:

"The aaSIDRA gap-acceptance model uses gap-acceptance parameters calibrated by field surveys conducted at a large number of modern roundabouts in Australia. The follow-up headway and critical gap parameters vary by roundabout geometry and demand flow (both approach and circulating flow) levels as determined using empirical (regression) equations. In addition to the total circulating flow rate, the capacity model is sensitive to variations in approach and circulating lane use, the O-D [Origin-Destination] demand flow pattern, amount of queuing on approach roads before entering the circulating road, and amount of bunching in the circulating stream. It uses a lane-by-lane approach to capacity modeling."

Table A provides a summary of the available capacity at each roundabout analyzed under the 2025 Proposed General Plan traffic analysis. As the table indicates, while keeping geometric parameters constant, very small increases (1 to 2 percent) in traffic volumes through many of the roundabouts can result in the worst approach LOS changing from LOS D to LOS E or from LOS E to LOS F. However, this should be expected as the dimensions of the roundabout used in the LOS analysis

(circulating width, entry lane width, island diameter) are based upon the minimum geometric requirements to maintain adequate LOS. For example, the roundabout analysis for the SR 267/I-80 Eastbound intersection indicates a worst approach LOS D can be maintained with the following design parameters:

- 34-foot circulating width
- 100-foot island diameter
- 15-foot entry widths

Increasing the traffic volumes by 2 percent makes the worst approach LOS deteriorate from LOS D to LOS E. However, by then increasing the island diameter to 110 feet, the worst approach LOS again improves to LOS D.

In conclusion, some of the roundabouts identified in the Truckee General Plan EIR as mitigation measures are operating very close to capacity, given the assumed geometrics. However, it is possible to improve the capacities of the roundabouts with relatively minor geometric improvements as the aaSIDRA analysis is sensitive to geometry. Without a detailed study of each of the roundabout sites, which might identify available right-of-way and environmental constraints, it is difficult to identify what maximum size roundabout can be accommodated at each site. However, assuming that the roundabout size can be expanded in terms of island diameter width, entry width, and circulating width, it can be assumed that significant additional capacity at each roundabout could be achieved by increasing its size.

This is further demonstrated by the following example. Consider the Donner Pass Road/Pioneer Trail roundabout. The EIR analysis assumed this roundabout to be a single-lane roundabout with a 24-foot circulating width and a 90-foot island diameter. With this configuration, the roundabout is forecast to operate at worst approach LOS D by 2025, with a total roundabout capacity of 3,603 vehicles per hour. Potential capacity-increasing improvements for this roundabout are discussed below and are summarized in Table B and Figure A:

- By adding right-turn bypass lanes to all approaches, the capacity of the roundabout can be increased by over 200 percent. With this improvement, the worst approach delay would also improve by 13.5 seconds per vehicle although the worst approach LOS would remain at LOS D.
- Converting the roundabout to a two-lane roundabout (without bypass lanes) would improve the total intersection capacity by roughly 100 percent compared to the capacity of the roundabout analyzed in the General Plan. Worst approach LOS would improve from a LOS D to a LOS B.
- Converting the roundabout to a two-lane roundabout with bypass lanes would improve the total intersection capacity by roughly 300 percent compared to the capacity of the roundabout analyzed in the General Plan. Worst approach LOS would improve from a LOS D to a LOS B.

Another check of the roundabout capacity analysis was prepared by applying the capacity methodologies contained in *Roundabouts: An Informational Guide* (FHWA, 2000). As shown in the attached plot, plotting the Donner Pass Road/Pioneer Trail 2025 traffic volumes indicates that the intersection would operate very close to the capacity of a single-lane roundabout with a 40 meter (135 foot) diameter. However, the graph also indicates that the roundabout traffic volumes are significantly under the capacity of a double-lane roundabout.

As detailed roundabout design is outside the scope of this planning-level General Plan traffic analysis, the roundabout analyses are only meant to identify whether a roundabout would provide a feasible mitigation measure. As with any roadway improvement, the final dimensions of the roundabout (and associated capacity) would need to be determined through a detailed design process. In short, to fully address Bob Johnston's question would require a detailed evaluation of each roundabout site, considering right-of-way and environmental factors, and development of a preliminary site-specific design to define the maximum feasible roundabout configuration at each site. This level of analysis is not typically done for a 20-year planning-level document.

As a side note, the Town of Truckee should be aware that the developers of the aaSIDRA software have recently made new recommendations regarding roundabout analyses. Based upon the findings of *NCHRP 3-65 (Applying Roundabouts in the United States)*, Kittelson & Associates, March 31, 2006), which indicated lower capacity rates at US roundabouts compared with both Australian and UK conditions, they have recommended that users of the US version of aaSIDRA apply an "Environment Factor" for roundabout model calibration. Including this factor would decrease the capacities of the roundabouts analyzed. The current General Plan traffic analysis does not use the Environment Factor in the roundabout analyses for a few reasons:

- First, the General Plan traffic section was finalized before LSC was made aware of the recommendation.
- Second, the use of this Environment Factor has not yet been fully recognized by the traffic engineering profession. In particular, the recommended change to the Environment Factor is based upon the findings of the NCHRP-65 report, the findings of which are preliminary and considered to be in draft form. Therefore, it would be premature to make adjustments to capacity analyses based upon the findings of this report at this time.
- Finally, it is unclear whether the NCHRP-65 report actually collected data at roundabouts that are currently operating at capacity. As traffic volumes increase at Stop-controlled intersections, drivers are willing to use smaller gaps in traffic when trying to enter the major street. The same is likely true at roundabouts. As the traffic volumes at roundabouts increase, drivers will become slightly more aggressive. If the report did not include data collected for roundabouts truly operating at capacity, this circumstance may not be adequately accounted for.

Table A: Remaining 2025 Roundabout Capacity*Based on Preliminary Roundabout Configurations Intended to Achieve LOS Standards in 2025 with Proposed General Plan*

Intersection	Single Lane / Double Lane Roundabout	Worst Approach LOS	PM Peak-Hour Traffic Through Total Intersection (vph) ¹	Percent Increase in Traffic Required to Reach a Worst Approach LOS E/F ²	Increase in Traffic Required to Reach a Worst Approach LOS E/F ² (vph)
Donner Pass Road/Coldstream Road/I-80 Eastbound	Double	B	2,701	27%	720
Donner Pass Road/SR 89 South	Double	C	2,965	10%	310
West River Street/Mclver Street	Single	B	2,031	28%	576
Donner Pass Road/Glenshire Drive	Single	D	2,224	4%	98
Donner Pass Road/Pioneer Trail	Single	D	2,801	1%	30
Donner Pass Road/SR 89 North	Double	D	3,661	1%	39
SR 267/I-80 Eastbound	Double	D	3,940	2%	85
SR 267/I-80 Westbound	Double	D	3,562	1%	38

Note 1: vph = vehicles per hour.

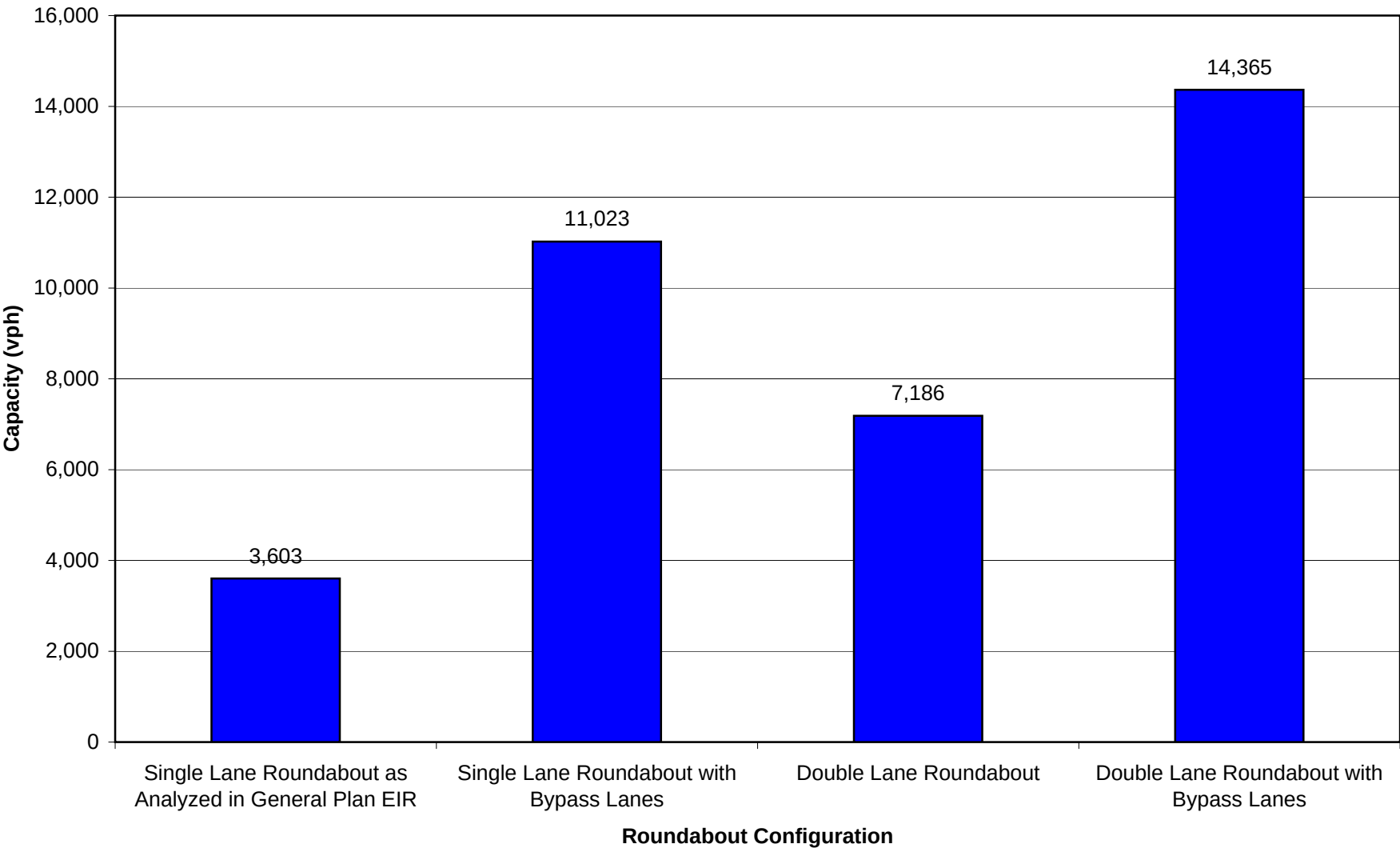
Note 2: LOS F is unacceptable in the Downtown area while LOS E or F is unacceptable outside the Downtown area.

Table B: Analysis of Capacity Increasing Improvements for the Donner Pass Road/Pioneer Trail Intersection
Based Upon 2025 with Proposed General Plan Conditions

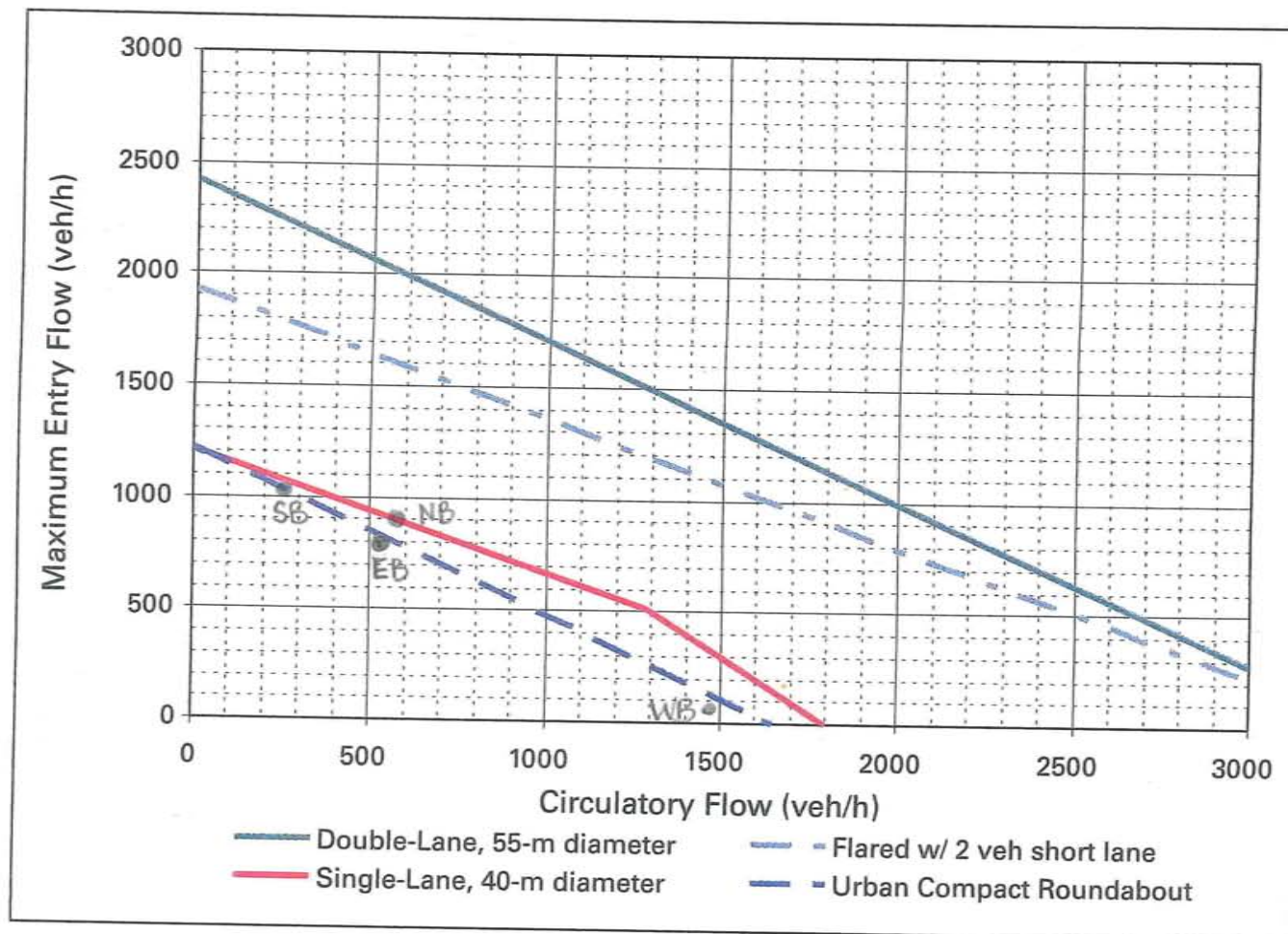
Scenario/Improvement	Worst Approach LOS	Worst Approach Delay (second per vehicle)	Total Roundabout Capacity ¹ (vehicles per hour)	Percent Increase in Capacity Over Roundabout Analyzed in EIR
Single Lane Roundabout as Analyzed in General Plan EIR	D	51.3	3,603	--
Single Lane Roundabout with Bypass Lanes	D	37.8	11,023	206%
Double Lane Roundabout	B	17.4	7,186	99%
Double Lane Roundabout with Bypass Lanes	B	12.9	14,365	299%

Note 1: Capacity as reported by aaSIDRA.

Figure A: DPR/Pioneer Roundabout Capacity with Various Configurations



DONNERPASS ROAD/PIONEER TRAIL ROUNDABOUT 2025



Source (10)

Graph from: ROUNDABOUTS: AN INFORMATIONAL GUIDE.
 SOURCE: BRILON, WB, STOWE, AND O. DREWS,
 SAFETY AND CAPACITY AT ROUNDABOUTS, 1993.

Truckee General Plan
LSC # 037191

Scenario Report

Scenario:	Summer 2003
Command:	Default Command
Volume:	Sum
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Summer
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Truckee General Plan
LSC # 037191

Turning Movement Report
summer weekday

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 DPR/I-80 EB/Coldstream Road													
Base	25	40	46	57	25	5	142	194	24	61	322	110	1051
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	40	46	57	25	5	142	194	24	61	322	110	1051
#2 I-80 WB on Ramp/DPR (Western													
Base	132	0	92	0	0	0	0	287	7	0	354	0	872
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	132	0	92	0	0	0	0	287	7	0	354	0	872
#3 DPR/Northwoods Blvd													
Base	1	1	5	326	0	140	127	332	0	3	374	364	1673
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	5	326	0	140	127	332	0	3	374	364	1673
#4 SR 89/Donner Pass Road													
Base	388	69	175	74	173	78	97	373	437	262	520	95	2741
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	388	69	175	74	173	78	97	373	437	262	520	95	2741
#5 SR 89 S/Deerfield Drive													
Base	218	609	0	0	609	329	363	0	67	0	0	0	2195
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	218	609	0	0	609	329	363	0	67	0	0	0	2195
#6 SR 89 South/West River Street													
Base	0	482	135	260	498	0	0	0	0	104	0	195	1674
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	482	135	260	498	0	0	0	0	104	0	195	1674
#7 DPR/I-80 WB Central													
Base	0	0	0	49	0	188	0	676	0	0	601	0	1514
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	49	0	188	0	676	0	0	601	0	1514
#8 I-80 BB / DPR Central													
Base	9	0	92	0	0	0	0	699	0	0	609	0	1409
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	0	92	0	0	0	0	699	0	0	609	0	1409
#9 West River/McIver Crossing													
Base	3	9	9	159	9	95	212	281	4	8	214	134	1137
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	9	9	159	9	95	212	281	4	8	214	134	1137

Truckee General Plan
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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#10 DPR/Bridge Street													
Base	214	91	185	18	86	62	53	207	208	139	118	5	1386
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	214	91	185	18	86	62	53	207	208	139	118	5	1386
#11 Bridge Street West River St													
Base	284	362	11	22	341	70	94	20	335	18	12	34	1603
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	284	362	11	22	341	70	94	20	335	18	12	34	1603
#12 Brockway Road/Palisades Drive													
Base	171	0	108	0	0	0	0	374	230	105	365	0	1353
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	171	0	108	0	0	0	0	374	230	105	365	0	1353
#13 DPR/Glenshire Drive													
Base	159	0	111	0	0	0	0	319	374	151	162	0	1276
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	159	0	111	0	0	0	0	319	374	151	162	0	1276
#14 I-80 EB/DPR Eastern													
Base	0	434	0	0	181	0	99	0	138	0	0	0	852
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	434	0	0	181	0	99	0	138	0	0	0	852
#15 I-80 WB/DPR Eastern													
Base	70	404	0	0	181	122	0	0	0	0	0	0	777
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	404	0	0	181	122	0	0	0	0	0	0	777
#16 DPR/Pioneer Trail													
Base	85	315	0	0	192	60	54	0	91	0	0	0	797
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	85	315	0	0	192	60	54	0	91	0	0	0	797
#17 DPR/SR 89 North													
Base	76	223	0	0	278	194	284	0	109	0	0	0	1164
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	76	223	0	0	278	194	284	0	109	0	0	0	1164
#18 SR 267 Bypass/I-80 WB													
Base	319	213	0	0	243	144	0	0	0	154	8	86	1167
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	319	213	0	0	243	144	0	0	0	154	8	86	1167
#19 SR 267 Bypass/I-80 EB													
Base	0	360	204	157	246	0	172	0	204	0	0	0	1343
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	360	204	157	246	0	172	0	204	0	0	0	1343

Truckee General Plan
LSC # 037191

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#20 SR 267/Brockway Road/Joerger Drive													
Base	259	427	2	11	309	130	110	15	298	12	13	28	1614
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	259	427	2	11	309	130	110	15	298	12	13	28	1614
#21 SR 267/Airport Road/Schaffer Mill Road													
Base	11	493	27	67	525	27	87	6	29	36	5	108	1421
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	493	27	67	525	27	87	6	29	36	5	108	1421
#22 SR 267/Waddle Ranch Access													
Base	0	531	0	0	590	0	0	0	0	0	0	0	1121
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	531	0	0	590	0	0	0	0	0	0	0	1121
#23 SR 267/Northstar Drive													
Base	46	385	0	0	512	78	146	0	62	0	0	0	1229
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	46	385	0	0	512	78	146	0	62	0	0	0	1229
#24 SR 267/Northstar Highlands Drive													
Base	0	431	0	0	574	0	0	0	0	0	0	0	1005
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	431	0	0	574	0	0	0	0	0	0	0	1005
#25 SR 28/SR 267													
Base	1	0	3	329	1	270	206	850	1	3	689	430	2783
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	3	329	1	270	206	850	1	3	689	430	2783
#26 SR 89/Squaw Valley Road													
Base	280	377	10	10	530	160	263	0	290	10	10	10	1950
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	280	377	10	10	530	160	263	0	290	10	10	10	1950
#27 SR 89/Alpine Meadows Road													
Base	210	608	0	0	700	130	49	0	70	0	0	0	1767
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	210	608	0	0	700	130	49	0	70	0	0	0	1767
#28 SR 89/Fairway Drive													
Base	0	0	0	20	0	16	2	932	0	0	739	18	1727
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	20	0	16	2	932	0	0	739	18	1727
#29 SR 89/SR 28 (Tahoe City 'Y')													
Base	421	51	6	58	52	36	42	468	47	526	400	33	2140
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	421	51	6	58	52	36	42	468	47	526	400	33	2140

Truckee General Plan
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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume

Truckee General Plan
LSC # 037191

Link Volume Report
summer weekday

Volume Type	NB Link			SB Link			EB Link			WB Link			Total Volume
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
#1 DPR/I-80 EB/Coldstream Road													
Base	111	110	221	87	292	379	360	352	712	493	297	790	2102
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	111	110	221	87	292	379	360	352	712	493	297	790	2102
#2 I-80 WB on Ramp/DPR (Western													
Base	224	7	231	0	0	0	294	486	780	354	379	733	1744
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	224	7	231	0	0	0	294	486	780	354	379	733	1744
#3 DPR/Northwoods Blvd													
Base	7	3	10	466	492	958	459	515	974	741	663	1404	3346
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	3	10	466	492	958	459	515	974	741	663	1404	3346
#4 SR 89/Donner Pass Road													
Base	632	872	1504	325	261	586	907	986	1893	877	622	1499	5482
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	632	872	1504	325	261	586	907	986	1893	877	622	1499	5482
#5 SR 89 S/Deerfield Drive													
Base	827	676	1503	938	972	1910	430	547	977	0	0	0	4390
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	827	676	1503	938	972	1910	430	547	977	0	0	0	4390
#6 SR 89 South/West River Street													
Base	617	602	1219	758	677	1435	0	0	0	299	395	694	3348
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	617	602	1219	758	677	1435	0	0	0	299	395	694	3348
#7 DPR/I-80 WB Central													
Base	0	0	0	237	0	237	676	789	1465	601	725	1326	3028
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	237	0	237	676	789	1465	601	725	1326	3028
#8 I-80 BB / DPR Central													
Base	101	0	101	0	0	0	699	618	1317	609	791	1400	2818
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	101	0	101	0	0	0	699	618	1317	609	791	1400	2818
#9 West River/McIver Crossing													
Base	21	21	42	263	355	618	497	312	809	356	449	805	2274
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	21	21	42	263	355	618	497	312	809	356	449	805	2274

Truckee General Plan
LSC # 037191

Volume Type	NB Link			SB Link			EB Link			WB Link			Total Volume
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
#10 DPR/Bridge Street													
Base	490	433	923	166	149	315	468	394	862	262	410	672	2772
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	490	433	923	166	149	315	468	394	862	262	410	672	2772
#11 Bridge Street West River St													
Base	657	694	1351	433	490	923	449	366	815	64	53	117	3206
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	657	694	1351	433	490	923	449	366	815	64	53	117	3206
#12 Brockway Road/Palisades Drive													
Base	279	335	614	0	0	0	604	536	1140	470	482	952	2706
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	279	335	614	0	0	0	604	536	1140	470	482	952	2706
#13 DPR/Glenshire Drive													
Base	270	525	795	0	0	0	693	321	1014	313	430	743	2552
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	270	525	795	0	0	0	693	321	1014	313	430	743	2552
#14 I-80 EB/DPR Eastern													
Base	434	319	753	181	533	714	237	0	237	0	0	0	1704
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	434	319	753	181	533	714	237	0	237	0	0	0	1704
#15 I-80 WB/DPR Eastern													
Base	474	181	655	303	404	707	0	192	192	0	0	0	1554
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	474	181	655	303	404	707	0	192	192	0	0	0	1554
#16 DPR/Pioneer Trail													
Base	400	283	683	252	369	621	145	145	290	0	0	0	1594
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	400	283	683	252	369	621	145	145	290	0	0	0	1594
#17 DPR/SR 89 North													
Base	299	387	686	472	507	979	393	270	663	0	0	0	2328
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	299	387	686	472	507	979	393	270	663	0	0	0	2328
#18 SR 267 Bypass/I-80 WB													
Base	532	397	929	387	299	686	0	471	471	248	0	248	2334
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	532	397	929	387	299	686	0	471	471	248	0	248	2334
#19 SR 267 Bypass/I-80 EB													
Base	564	450	1014	403	532	935	376	0	376	0	361	361	2686
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	564	450	1014	403	532	935	376	0	376	0	361	361	2686

Truckee General Plan
LSC # 037191

Volume Type	NB Link			SB Link			EB Link			WB Link			Total Volume
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
#20 SR 267/Brockway Road/Joerger Drive													
Base	688	619	1307	450	565	1015	423	402	825	53	28	81	3228
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	688	619	1307	450	565	1015	423	402	825	53	28	81	3228
#21 SR 267/Airport Road/Schaffer Mill Road													
Base	531	590	1121	619	688	1307	122	43	165	149	100	249	2842
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	531	590	1121	619	688	1307	122	43	165	149	100	249	2842
#22 SR 267/Waddle Ranch Access													
Base	531	590	1121	590	531	1121	0	0	0	0	0	0	2242
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	531	590	1121	590	531	1121	0	0	0	0	0	0	2242
#23 SR 267/Northstar Drive													
Base	431	574	1005	590	531	1121	208	124	332	0	0	0	2458
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	431	574	1005	590	531	1121	208	124	332	0	0	0	2458
#24 SR 267/Northstar Highlands Drive													
Base	431	574	1005	574	431	1005	0	0	0	0	0	0	2010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	431	574	1005	574	431	1005	0	0	0	0	0	0	2010
#25 SR 28/SR 267													
Base	4	5	9	600	636	1236	1057	960	2017	1122	1182	2304	5566
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	5	9	600	636	1236	1057	960	2017	1122	1182	2304	5566
#26 SR 89/Squaw Valley Road													
Base	667	830	1497	700	650	1350	553	450	1003	30	20	50	3900
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	667	830	1497	700	650	1350	553	450	1003	30	20	50	3900
#27 SR 89/Alpine Meadows Road													
Base	818	770	1588	830	657	1487	119	340	459	0	0	0	3534
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	818	770	1588	830	657	1487	119	340	459	0	0	0	3534
#28 SR 89/Fairway Drive													
Base	0	0	0	36	20	56	934	755	1689	757	952	1709	3454
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	36	20	56	934	755	1689	757	952	1709	3454
#29 SR 89/SR 28 (Tahoe City 'Y')													
Base	478	625	1103	146	126	272	557	857	1414	959	532	1491	4280
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	478	625	1103	146	126	272	557	857	1414	959	532	1491	4280

Truckee General Plan
LSC # 037191

Volume	NB Link			SB Link			EB Link			WB Link			Total
Type	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	Volume

Truckee General Plan
LSC # 037191

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 1 DPR/I-80 EB/Coldstream Road	B	14.2	0.693	B	14.2	0.693	+ 0.000 V/C
# 2 I-80 WB on Ramp/DPR (Western	B	14.7	0.000	B	14.7	0.000	+ 0.000 D/V
# 3 DPR/Northwoods Blvd	B	19.6	0.708	B	19.6	0.708	+ 0.000 D/V
# 4 SR 89/Donner Pass Road	D	52.7	0.957	D	52.7	0.957	+ 0.000 D/V
# 5 SR 89 S/Deerfield Drive	B	17.0	0.663	B	17.0	0.663	+ 0.000 D/V
# 6 SR 89 South/West River Street	B	12.6	0.471	B	12.6	0.471	+ 0.000 D/V
# 7 DPR/I-80 WB Central	C	21.2	0.000	C	21.2	0.000	+ 0.000 D/V
# 8 I-80 BB / DPR Central	C	17.2	0.000	C	17.2	0.000	+ 0.000 D/V
# 9 West River/McIver Crossing	F	74.1	0.000	F	74.1	0.000	+ 0.000 D/V
# 10 DPR/Bridge Street	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 11 Bridge Street West River St	F	179.4	0.000	F	179.4	0.000	+ 0.000 D/V
# 12 Brockway Road/Palisades Drive	C	22.1	0.409	C	22.1	0.409	+ 0.000 D/V
# 13 DPR/Glenshire Drive	E	37.8	0.000	E	37.8	0.000	+ 0.000 D/V
# 14 I-80 EB/DPR Eastern	B	12.4	0.000	B	12.4	0.000	+ 0.000 D/V
# 15 I-80 WB/DPR Eastern	A	8.1	0.000	A	8.1	0.000	+ 0.000 D/V
# 16 DPR/Pioneer Trail	B	12.2	0.000	B	12.2	0.000	+ 0.000 D/V
# 17 DPR/SR 89 North	C	19.6	0.000	C	19.6	0.000	+ 0.000 D/V
# 18 SR 267 Bypass/I-80 WB	B	16.9	0.533	B	16.9	0.533	+ 0.000 D/V
# 19 SR 267 Bypass/I-80 EB	B	16.0	0.530	B	16.0	0.530	+ 0.000 D/V
# 20 SR 267/Brockway Road/Joerger D	C	24.8	0.748	C	24.8	0.748	+ 0.000 D/V
# 21 SR 267/Airport Road/Schaffer M	B	16.9	0.619	B	16.9	0.619	+ 0.000 D/V
# 22 SR 267/Waddle Ranch Access	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V
# 23 SR 267/Northstar Drive	D	32.4	0.000	D	32.4	0.000	+ 0.000 D/V
# 24 SR 267/Northstar Highlands Dri	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V

Truckee General Plan
LSC # 037191

Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 25 SR 28/SR 267	C	25.4	1.013	C	25.4	1.013	+ 0.000 D/V
# 26 SR 89/Squaw Valley Road	B	17.9	0.725	B	17.9	0.725	+ 0.000 D/V
# 27 SR 89/Alpine Meadows Road	F	71.1	0.000	F	71.1	0.000	+ 0.000 D/V
# 28 SR 89/Fairway Drive	C	20.0	0.000	C	20.0	0.000	+ 0.000 D/V
# 29 SR 89/SR 28 (Tahoe City 'Y')	C	20.6	0.793	C	20.6	0.793	+ 0.000 D/V

Truckee General Plan
LSC # 037191

Signal Warrant Summary Report

Intersection	Base Met	Future Met
# 1 DPR/I-80 EB/Coldstream Road	???	No
# 2 I-80 WB on Ramp/DPR (Western	???	No
# 7 DPR/I-80 WB Central	???	No
# 8 I-80 BB / DPR Central	???	No
# 9 West River/McIver Crossing	???	Yes
# 10 DPR/Bridge Street	???	Yes
# 11 Bridge Street West River St	???	Yes
# 13 DPR/Glenshire Drive	???	No
# 14 I-80 EB/DPR Eastern	???	No
# 15 I-80 WB/DPR Eastern	???	No
# 16 DPR/Pioneer Trail	???	No
# 17 DPR/SR 89 North	???	No
# 22 SR 267/Waddle Ranch Access	???	No
# 23 SR 267/Northstar Drive	???	No
# 24 SR 267/Northstar Highlands Drive	???	No
# 27 SR 89/Alpine Meadows Road	???	No
# 28 SR 89/Fairway Drive	???	No

Truckee General Plan
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Signal Warrant Report

Intersection #1 DPR/I-80 EB/Coldstream Road

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Final Vol.:	26	42	48	60	26	5	149	204	25	64	339	116
ApprAdjDel:	10.4			10.5			11.3			17.7		

Approach[northbound][lanes=1][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=117]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1106]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=92]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1106]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[eastbound][lanes=2][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=1.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=379]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1106]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=2][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=2.6]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=519]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1106]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Truckee General Plan
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Signal Warrant Report

Intersection #2 I-80 WB on Ramp/DPR (Western

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0
Final Vol.:	139		0		97	0		0		0	0		302		7	0		373		0
ApproachDel:	14.7				xxxxxx				xxxxxx				xxxxxx							

Approach[northbound][lanes=2][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=1.0]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=236]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=918]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Truckee General Plan
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Signal Warrant Report

Intersection #7 DPR/I-80 WB Central

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1	0	0
Final Vol.:	0	0	0	0	0	52	0	0	0	198	0	712	0	0	0	0	633	0	0	0
ApproachDel:	xxxxxx				21.2				xxxxxx				xxxxxx							

Approach[southbound][lanes=2][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=1.5]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=249]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1594]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Truckee General Plan
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Signal Warrant Report

Intersection #8 I-80 BB / DPR Central

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Final Vol.:	9		0		97	0		0		0	0		736		0	0		641		0
ApproachDel:	17.2				xxxxxx				xxxxxx				xxxxxx							

Approach[northbound][lanes=2][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=106]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1483]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

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Signal Warrant Report

Intersection #9 West River/McIver Crossing

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1	0	0	0	1	0	0	1	1	0	0	1	0	1	0	1	0	1
Final Vol.:	3		9		9	167		9		100	223	296		4		8	225		141	
ApproachDel:	21.6				74.1				xxxxxx				xxxxxx							

Approach[northbound][lanes=1][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=22]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1197]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=2][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=5.7]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=277]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1197]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

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Signal Warrant Report

Intersection #10 DPR/Bridge Street

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	1	0	0	1	0	1	0	1	1	0	0	1	0
Final Vol.:	225		96		195	19		91		65	56		218		219	146		124		5
ApproachDel:	xxxxxx				xxxxxx				52.2				1887.1							

Approach[eastbound][lanes=3][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=7.1]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=493]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1459]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=2][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=144.6]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=276]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1459]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Truckee General Plan
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Signal Warrant Report

Intersection #11 Bridge Street West River St

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0
Final Vol.:	299	381		12		23	359		74		99	21		353		19	13		36	
ApproachDel:	xxxxxx				xxxxxx				113.6				179.4							

Approach[eastbound][lanes=2][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=14.9]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=473]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1687]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=3.4]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=67]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1687]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Truckee General Plan
LSC # 037191

Signal Warrant Report

Intersection #13 DPR/Glenshire Drive

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0
Final Vol.:	167		0		117	0		0		0	0		336		394	159		171		0
ApproachDel:	37.8				xxxxxx				xxxxxx				xxxxxx							

Approach[northbound][lanes=2][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=3.0]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=284]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1343]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Truckee General Plan
LSC # 037191

Signal Warrant Report

Intersection #14 I-80 EB/DPR Eastern

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0
Final Vol.:	0	457		0		0	191		0		104	0		145		0	0		0	
ApproachDel:	xxxxxx				xxxxxx				12.4				xxxxxx							

Approach[eastbound][lanes=2][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=0.9]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=249]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=897]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Truckee General Plan
LSC # 037191

Signal Warrant Report

Intersection #15 I-80 WB/DPR Eastern

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	
Final Vol.:	74	425		0	0	191	128		0	0	0	0	0	0	0	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			

Truckee General Plan
LSC # 037191

Signal Warrant Report

Intersection #16 DPR/Pioneer Trail

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	1	0	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
Final Vol.:	89	332		0		0	202	63			57	0		96		0	0		0	
ApproachDel:	xxxxxx				xxxxxx				12.2				xxxxxx							

Approach[eastbound][lanes=2][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=153]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=839]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Truckee General Plan
LSC # 037191

Signal Warrant Report

Intersection #17 DPR/SR 89 North

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	1	0	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
Final Vol.:	80	235		0		0	293	204			299	0	115			0	0		0	
ApproachDel:	xxxxxx				xxxxxx				19.6				xxxxxx							

Approach[eastbound][lanes=2][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=2.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=414]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1225]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Truckee General Plan
LSC # 037191

Signal Warrant Report

Intersection #22 SR 267/Waddle Ranch Access

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	
Final Vol.:	0	559		0	0	0	621		0	0	0	0	0	0	0	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			

Truckee General Plan
LSC # 037191

Signal Warrant Report

Intersection #23 SR 267/Northstar Drive

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	1	0	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
Final Vol.:	48		405		0	0		539		82	154		0		65	0		0		0
ApproachDel:	xxxxxx				xxxxxx				32.4				xxxxxx							

Approach[eastbound][lanes=2][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=2.0]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=219]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1294]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Truckee General Plan
LSC # 037191

Signal Warrant Report

Intersection #24 SR 267/Northstar Highlands Drive

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Final Vol.:	0		454		0	0		604		0	0		0		0	0
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			

Truckee General Plan
LSC # 037191

Signal Warrant Report

Intersection #27 SR 89/Alpine Meadows Road

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	1	0	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
Final Vol.:	221	640		0		0	737	137			52	0		74		0	0		0	
ApproachDel:	xxxxxx				xxxxxx				71.1				xxxxxx							

Approach[eastbound][lanes=2][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=2.5]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=125]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1860]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Truckee General Plan
LSC # 037191

Signal Warrant Report

Intersection #28 SR 89/Fairway Drive

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled								
Lanes:	0	0	0	0	0	0	0	1	!	0	0	1	0	1	0	0	0	0	0	1	0
Final Vol.:	0	0	0	0	0	21	0	0	17		2	981	0			0	778	19			
ApproachDel:	xxxxxx				20.0				xxxxxx				xxxxxx								

Approach[southbound][lanes=1][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=38]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1818]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 DPR/I-80 EB/Coldstream Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.693
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.2
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	0 1	0	1	0 0 1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	25	40	46	57	25	5	142	194	24	61	322	110
Growth 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
Initial Bse:	25	40	46	57	25	5	142	194	24	61	322	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	40	46	57	25	5	142	194	24	61	322	110
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	26	42	48	60	26	5	149	204	25	64	339	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	42	48	60	26	5	149	204	25	64	339	116
PCE 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
MLF 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
Final Vol.:	26	42	48	60	26	5	149	204	25	64	339	116

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.36	0.41	0.65	0.29	0.06	1.00	0.89	0.11	1.00	0.75	0.25
Final Sat.:	124	198	227	338	148	30	564	553	68	580	489	167

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.21	0.21	0.21	0.18	0.18	0.18	0.26	0.37	0.37	0.11	0.69	0.69
Crit Moves:	****			****			****			****		
Delay/Veh:	10.4	10.4	10.4	10.5	10.5	10.5	11.0	11.4	11.4	9.5	18.9	18.9
Delay 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
AdjDel/Veh:	10.4	10.4	10.4	10.5	10.5	10.5	11.0	11.4	11.4	9.5	18.9	18.9
LOS by Move:	B	B	B	B	B	B	B	B	B	A	C	C
ApproachDel:	10.4			10.5			11.3			17.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.4			10.5			11.3			17.7		
LOS by Appr:	B			B			B			C		

Truckee General Plan
LSC # 037191

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 I-80 WB on Ramp/DPR (Western)

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[14.7]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0

Volume Module:

Base Vol:	132	0	92	0	0	0	0	287	7	0	354	0
Growth 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
Initial Bse:	132	0	92	0	0	0	0	287	7	0	354	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	0	92	0	0	0	0	287	7	0	354	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	139	0	97	0	0	0	0	302	7	0	373	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	139	0	97	0	0	0	0	302	7	0	373	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	675	xxxx	302	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	423	xxxx	742	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	423	xxxx	742	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.33	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	1.4	xxxx	0.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Stopped Del:	17.6	xxxx	10.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	C	*	B	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	14.7			xxxxxxx			xxxxxxx			xxxxxxx					
ApproachLOS:	B			*			*			*					

Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

```

*****
Intersection #3 DPR/Northwoods Blvd
*****
Cycle (sec):          60          Critical Vol./Cap. (X):          0.708
Loss Time (sec):      12 (Y+R = 4 sec) Average Delay (sec/veh):      19.6
Optimal Cycle:OPTIMIZED          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0      0      0
Lanes:      0 0 1! 0 0      0 1 0 0 1      1 0 0 1 0      1 0 1 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      1      1      5      326      0      140      127      332      0      3      374      364
Growth 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
Initial Bse: 1      1      5      326      0      140      127      332      0      3      374      364
Added Vol:      0      0      0      0      0      0      0      0      0      0      0      0
PasserByVol: 0      0      0      0      0      0      0      0      0      0      0      0
Initial Fut: 1      1      5      326      0      140      127      332      0      3      374      364
User 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
PHF Adj:      0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume:      1      1      5      343      0      147      134      349      0      3      394      383
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      1      1      5      343      0      147      134      349      0      3      394      383
PCE 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
MLF 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
Final Vol.:      1      1      5      343      0      147      134      349      0      3      394      383
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.88 0.88 0.88 0.71 1.00 0.85 0.95 1.00 1.00 0.95 1.00 0.85
Lanes:      0.14 0.14 0.72 1.00 0.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Sat.: 238 238 1190 1347 0 1615 1805 1900 0 1805 1900 1615
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00 0.25 0.00 0.09 0.07 0.18 0.00 0.00 0.21 0.24
Crit Moves:      ****      ****
Green/Cycle: 0.36 0.36 0.36 0.36 0.00 0.36 0.10 0.44 0.00 0.00 0.34 0.34
Volume/Cap: 0.01 0.01 0.01 0.71 0.00 0.25 0.71 0.42 0.00 0.42 0.62 0.71
Delay/Veh: 12.3 12.3 12.3 21.3 0.0 13.8 37.6 12.0 0.0 64.0 18.6 21.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 12.3 12.3 12.3 21.3 0.0 13.8 37.6 12.0 0.0 64.0 18.6 21.7
HCM2kAvg:      0      0      0      9      0      2      4      5      0      0      7      8
*****

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Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

```

*****
Intersection #4 SR 89/Donner Pass Road
*****
Cycle (sec):          95          Critical Vol./Cap. (X):          0.957
Loss Time (sec):      16 (Y+R = 4 sec) Average Delay (sec/veh):      52.7
Optimal Cycle:OPTIMIZED          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0      0      0
Lanes:      0 1 0 0 1      0 1 0 1 0      1 0 1 0 1      1 0 1 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      388      69      175      74      173      78      97      373      437      262      520      95
Growth 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
Initial Bse:      388      69      175      74      173      78      97      373      437      262      520      95
Added Vol:      0      0      0      0      0      0      0      0      0      0      0      0
PasserByVol:      0      0      0      0      0      0      0      0      0      0      0      0
Initial Fut:      388      69      175      74      173      78      97      373      437      262      520      95
User 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
PHF Adj:      0.95      0.95      0.95      0.95      0.95      0.95      0.95      0.95      0.95      0.95      0.95      0.95
PHF Volume:      408      73      184      78      182      82      102      393      460      276      547      100
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      408      73      184      78      182      82      102      393      460      276      547      100
PCE 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
MLF 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
Final Vol.:      408      73      184      78      182      82      102      393      460      276      547      100
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1900      1900      1900      1900      1900      1900      1900      1900      1900      1900      1900      1900
Adjustment:      0.96      0.96      0.85      0.95      0.95      0.95      0.95      1.00      0.85      0.95      1.00      0.85
Lanes:      0.85      0.15      1.00      0.46      1.06      0.48      1.00      1.00      1.00      1.00      1.00      1.00
Final Sat.:      1547      275      1615      825      1929      869      1805      1900      1615      1805      1900      1615
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.26      0.26      0.11      0.09      0.09      0.09      0.06      0.21      0.28      0.15      0.29      0.06
Crit Moves:      ****          ****          ****          ****
Green/Cycle:      0.28      0.28      0.28      0.10      0.10      0.10      0.08      0.30      0.30      0.16      0.38      0.38
Volume/Cap:      0.96      0.96      0.41      0.96      0.96      0.96      0.75      0.69      0.96      0.96      0.75      0.16
Delay/Veh:      63.4      63.4      28.7      79.0      79.0      79.0      64.1      33.3      63.1      81.0      30.0      19.5
User DelAdj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
AdjDel/Veh:      63.4      63.4      28.7      79.0      79.0      79.0      64.1      33.3      63.1      81.0      30.0      19.5
HCM2kAvg:      20      20      5      9      9      9      5      11      18      13      15      2
*****

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Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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*****
Intersection #5 SR 89 S/Deerfield Drive
*****
Cycle (sec):          60          Critical Vol./Cap. (X):          0.663
Loss Time (sec):      12 (Y+R = 4 sec) Average Delay (sec/veh):      17.0
Optimal Cycle:OPTIMIZED          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0      0      0
Lanes:      1 0 2 0 0      0 0 2 0 1      1 0 1! 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      218 609      0      0 609 329 363 0 67      0 0 0
Growth 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
Initial Bse: 218 609 0 0 609 329 363 0 67 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 218 609 0 0 609 329 363 0 67 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.40 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 229 641 0 0 641 346 535 0 71 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 229 641 0 0 641 346 535 0 71 0 0 0
PCE 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
MLF 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
Final Vol.: 229 641 0 0 641 346 535 0 71 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 1.00 0.95 0.85 0.94 1.00 0.94 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 1.79 0.00 0.21 0.00 0.00 0.00
Final Sat.: 1805 3610 0 0 3610 1615 3205 0 373 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.13 0.18 0.00 0.00 0.18 0.21 0.17 0.00 0.19 0.00 0.00 0.00
Crit Moves: **** **** ****
Green/Cycle: 0.19 0.52 0.00 0.00 0.32 0.32 0.28 0.00 0.28 0.00 0.00 0.00
Volume/Cap: 0.66 0.34 0.00 0.00 0.55 0.66 0.59 0.00 0.66 0.00 0.00 0.00
Delay/Veh: 27.2 8.7 0.0 0.0 17.3 20.7 19.3 0.0 20.8 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 27.2 8.7 0.0 0.0 17.3 20.7 19.3 0.0 20.8 0.0 0.0 0.0
HCM2kAvg: 5 4 0 0 6 7 6 0 7 0 0 0
*****

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Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 SR 89 South/West River Street

Cycle (sec): 60 Critical Vol./Cap. (X): 0.471
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Ovl				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	0	0	2	0	1	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	482	135	260	498	0	0	0	0	104	0	195
Growth 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
Initial Bse:	0	482	135	260	498	0	0	0	0	104	0	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	482	135	260	498	0	0	0	0	104	0	195
User Adj:	1.00	1.17	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	594	142	274	524	0	0	0	0	109	0	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	594	142	274	524	0	0	0	0	109	0	205
PCE 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
MLF 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
Final Vol.:	0	594	142	274	524	0	0	0	0	109	0	205

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	1805	1900	0	0	0	0	1805	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.16	0.09	0.15	0.28	0.00	0.00	0.00	0.00	0.06	0.00	0.13
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.35	0.35	0.32	0.67	0.00	0.00	0.00	0.00	0.13	0.00	0.45
Volume/Cap:	0.00	0.47	0.25	0.47	0.41	0.00	0.00	0.00	0.00	0.47	0.00	0.28
Delay/Veh:	0.0	15.5	14.2	16.9	4.7	0.0	0.0	0.0	0.0	25.7	0.0	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.5	14.2	16.9	4.7	0.0	0.0	0.0	0.0	25.7	0.0	10.6
HCM2kAvg:	0	5	2	5	5	0	0	0	0	3	0	3

Truckee General Plan
LSC # 037191

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 DPR/I-80 WB Central

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: C[21.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	49	0	188	0	676	0	0	601	0
Growth 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
Initial Bse:	0	0	0	49	0	188	0	676	0	0	601	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	49	0	188	0	676	0	0	601	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	52	0	198	0	712	0	0	633	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	52	0	198	0	712	0	0	633	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1344	xxxx	633	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	169	xxxx	484	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	169	xxxx	484	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.31	xxxx	0.41	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	1.2	xxxx	2.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	35.4	xxxx	17.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	C	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			21.2			xxxxxxx			xxxxxxx		
ApproachLOS:	*			C			*			*		

Truckee General Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 I-80 BB / DPR Central

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[17.2]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0

Volume Module:	North Bound					South Bound					East Bound					West Bound				
Base Vol:	9	0	92	0	0	0	0	0	0	0	0	699	0	0	0	0	609	0	0	0
Growth 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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	0	92	0	0	0	0	0	0	0	0	699	0	0	0	0	609	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	0	92	0	0	0	0	0	0	0	0	699	0	0	0	0	609	0	0	0
User 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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	0	97	0	0	0	0	0	0	0	0	736	0	0	0	0	641	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	9	0	97	0	0	0	0	0	0	0	0	736	0	0	0	0	641	0	0	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	1377	xxxx	736	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	161	xxxx	422	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	161	xxxx	422	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.06	xxxx	0.23	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	0.2	xxxx	0.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Stopped Del:	28.7	xxxx	16.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	D	*	C	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	17.2			xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx				
ApproachLOS:	C			*			*			*			*			*				

Truckee General Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 West River/McIver Crossing

Average Delay (sec/veh): 19.2 Worst Case Level Of Service: F[74.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	1	0	0	1	0	1

Volume Module:

Base Vol:	3	9	9	159	9	95	212	281	4	8	214	134
Growth 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
Initial Bse:	3	9	9	159	9	95	212	281	4	8	214	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	9	9	159	9	95	212	281	4	8	214	134
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	3	9	9	167	9	100	223	296	4	8	225	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	3	9	9	167	9	100	223	296	4	8	225	141

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1112	1127	298	996	988	225	366	xxxx	xxxxx	300	xxxx	xxxxx
Potent Cap.:	188	206	746	225	249	819	1203	xxxx	xxxxx	1273	xxxx	xxxxx
Move Cap.:	136	167	746	182	201	819	1203	xxxx	xxxxx	1273	xxxx	xxxxx
Volume/Cap:	0.02	0.06	0.01	0.92	0.05	0.12	0.19	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.4	0.7	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.0	8.7	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	238	xxxxx	183	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	21.6	xxxxx	110.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	F	*	*	*	*	*	*	*	*
ApproachDel:	21.6			74.1			xxxxxxx			xxxxxxx		
ApproachLOS:	C			F			*			*		

Truckee General Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 DPR/Bridge Street

Average Delay (sec/veh): 375.7 Worst Case Level Of Service: F[1887.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	1 0 1	1	0	0 1 0

Volume Module:

Base Vol:	214	91	185	18	86	62	53	207	208	139	118	5
Growth 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
Initial Bse:	214	91	185	18	86	62	53	207	208	139	118	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	91	185	18	86	62	53	207	208	139	118	5
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	225	96	195	19	91	65	56	218	219	146	124	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	225	96	195	19	91	65	56	218	219	146	124	5

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	156	xxxx	xxxxx	291	xxxx	xxxxx	869	902	123	1023	837	193
Potent Cap.:	1437	xxxx	xxxxx	1283	xxxx	xxxxx	274	280	933	216	305	853
Move Cap.:	1437	xxxx	xxxxx	1283	xxxx	xxxxx	143	226	933	18	246	853
Volume/Cap:	0.16	xxxx	xxxx	0.01	xxxx	xxxx	0.39	0.96	0.23	7.93	0.50	0.01

Level Of Service Module:

Queue:	0.6	xxxx	xxxxx	0.0	xxxx	xxxxx	1.7	8.5	0.9	18.9	xxxx	xxxxx
Stopped Del:	8.0	xxxx	xxxxx	7.8	xxxx	xxxxx	45.6	96.3	10.0	3528	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	E	F	B	F	*	*
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	254
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	2.7
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	33.1
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	D
ApproachDel:	xxxxxxx				xxxxxxx				52.2			
ApproachLOS:	*				*				F			

Truckee General Plan
LSC # 037191

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Bridge Street West River St

Average Delay (sec/veh): 40.8 Worst Case Level Of Service: F[179.4]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	284	362	11	22	341	70	94	20	335	18	12	34
Growth 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
Initial Bse:	284	362	11	22	341	70	94	20	335	18	12	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	362	11	22	341	70	94	20	335	18	12	34
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	299	381	12	23	359	74	99	21	353	19	13	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	299	381	12	23	359	74	99	21	353	19	13	36

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	433	xxxx	xxxxx	393	xxxx	xxxxx	1451	1433	396	1614	1464	387
Potent Cap.:	1138	xxxx	xxxxx	1177	xxxx	xxxxx	110	135	658	85	130	666
Move Cap.:	1138	xxxx	xxxxx	1177	xxxx	xxxxx	74	98	658	26	94	666
Volume/Cap:	0.26	xxxx	xxxx	0.02	xxxx	xxxx	1.35	0.22	0.54	0.73	0.13	0.05

Level Of Service Module:

Queue:	1.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	3.2	xxxxx	xxxx	xxxxx
Stopped Del:	9.3	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	16.6	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	C	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	77	xxxx	xxxxx	xxxx	73	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	4.7	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	398.8	xxxx	xxxxx	xxxxx	179	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	F	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	113.6	xxxxxxx	xxxxxxx	179.4	xxxxxxx	xxxxxxx
ApproachLOS:	*	*	*	*	*	*	F	*	F	F	*	*

Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Brockway Road/Palisades Drive

Cycle (sec): 120 Critical Vol./Cap. (X): 0.409
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 22.1
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	0	0	0	0	1	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	171	0	108	0	0	0	0	374	230	105	365	0
Growth 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
Initial Bse:	171	0	108	0	0	0	0	374	230	105	365	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	0	108	0	0	0	0	374	230	105	365	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	180	0	114	0	0	0	0	394	242	111	384	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	0	114	0	0	0	0	394	242	111	384	0
PCE 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
MLF 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
Final Vol.:	180	0	114	0	0	0	0	394	242	111	384	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	0.95	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	1900	1615	1805	1900	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.10	0.00	0.07	0.00	0.00	0.00	0.00	0.21	0.15	0.06	0.20	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.00	0.51	0.51	0.15	0.66	0.00
Volume/Cap:	0.41	0.00	0.29	0.00	0.00	0.00	0.00	0.41	0.30	0.41	0.31	0.00
Delay/Veh:	38.7	0.0	37.3	0.0	0.0	0.0	0.0	18.7	17.4	47.2	9.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	0.0	37.3	0.0	0.0	0.0	0.0	18.7	17.4	47.2	9.0	0.0
HCM2kAvg:	6	0	3	0	0	0	0	9	5	4	6	0

Truckee General Plan
LSC # 037191

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 DPR/Glenshire Drive

Average Delay (sec/veh): 9.2 Worst Case Level Of Service: E[37.8]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0
Volume Module:																				
Base Vol:	159	0	111	0	0	0	0	319	374	151	162	0	0	319	374	151	162	0		
Growth 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	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	159	0	111	0	0	0	0	319	374	151	162	0	0	319	374	151	162	0		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	159	0	111	0	0	0	0	319	374	151	162	0	0	319	374	151	162	0		
User 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	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
PHF Volume:	167	0	117	0	0	0	0	336	394	159	171	0	0	336	394	159	171	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Final Vol.:	167	0	117	0	0	0	0	336	394	159	171	0	0	336	394	159	171	0		
Critical Gap Module:																				
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflct Vol:	1021	xxxx	533	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	729	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	264	xxxx	551	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	884	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	228	xxxx	551	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	884	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	0.74	xxxx	0.21	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.18	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		
Level Of Service Module:																				
Queue:	5.0	xxxx	0.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Stopped Del:	55.0	xxxx	13.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	F	*	B	*	*	*	*	*	*	A	*	*	*	*	*	*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
ApproachDel:	37.8			xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx				
ApproachLOS:	E			*			*			*			*			*				

Truckee General Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 I-80 EB/DPR Eastern

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: B[12.4]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	434	0	0	181	0	99	0	138	0	0	0
Growth 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
Initial Bse:	0	434	0	0	181	0	99	0	138	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	434	0	0	181	0	99	0	138	0	0	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	457	0	0	191	0	104	0	145	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	457	0	0	191	0	104	0	145	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	647	xxxx	191	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	438	xxxx	856	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	438	xxxx	856	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.24	xxxx	0.17	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.9	xxxx	0.6	xxxxx	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.8	xxxx	10.1	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	C	*	B	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxxx			xxxxxxx			12.4			xxxxxxx					
ApproachLOS:	*			*			B			*					

Truckee General Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 I-80 WB/DPR Eastern

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: A[8.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	1	0	0	0	0	0	0

Volume Module:

Base Vol:	70	404	0	0	181	122	0	0	0	0	0	0
Growth 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
Initial Bse:	70	404	0	0	181	122	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	404	0	0	181	122	0	0	0	0	0	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	74	425	0	0	191	128	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	74	425	0	0	191	128	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflict Vol:	319	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Potent Cap.:	1252	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Move Cap.:	1252	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Volume/Cap:	0.06	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Level Of Service Module:

Queue:	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	8.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	*			*			*			*		

Truckee General Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 DPR/Pioneer Trail

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: B[12.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	1	1	0	0	0	0	0
Volume Module:												
Base Vol:	85	315	0	0	192	60	54	0	91	0	0	0
Growth 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
Initial Bse:	85	315	0	0	192	60	54	0	91	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	315	0	0	192	60	54	0	91	0	0	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	89	332	0	0	202	63	57	0	96	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	89	332	0	0	202	63	57	0	96	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	265	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	713	xxxx	202	xxxxxx	xxxx	xxxxxx
Potent Cap.:	1310	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	402	xxxx	844	xxxxxx	xxxx	xxxxxx
Move Cap.:	1310	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	381	xxxx	844	xxxxxx	xxxx	xxxxxx
Volume/Cap:	0.07	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.15	xxxx	0.11	xxxxxx	xxxx	xxxxxx
Level Of Service Module:												
Queue:	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.5	xxxx	0.4	xxxxxx	xxxx	xxxxxx
Stopped Del:	7.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	16.1	xxxx	9.8	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	C	*	A	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx				xxxxxxx		12.2			xxxxxxx		
ApproachLOS:	*				*		B			*		

Truckee General Plan
LSC # 037191

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 DPR/SR 89 North

Average Delay (sec/veh): 7.2 Worst Case Level Of Service: C[19.6]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	76	223	0	0	278	194	284	0	109	0	0	0
Growth 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
Initial Bse:	76	223	0	0	278	194	284	0	109	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	223	0	0	278	194	284	0	109	0	0	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	80	235	0	0	293	204	299	0	115	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	80	235	0	0	293	204	299	0	115	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	497	xxxx	xxxxx	xxxxx	xxxx	xxxxx	687	xxxx	293	xxxx	xxxx	xxxxx
Potent Cap.:	1077	xxxx	xxxxx	xxxxx	xxxx	xxxxx	416	xxxx	751	xxxx	xxxx	xxxxx
Move Cap.:	1077	xxxx	xxxxx	xxxxx	xxxx	xxxxx	392	xxxx	751	xxxx	xxxx	xxxxx
Total Cap:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	491	0	xxxxx	0	0	xxxxx
Volume/Cap:	0.07	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.61	xxxx	0.15	xxxxx	xxxx	xxxxx

Level Of Service Module:

Queue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.0	xxxx	0.5	xxxxx	xxxx	xxxxx			
Stopped Del:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	23.1	xxxx	10.7	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	C	*	B	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			19.6			xxxxxx					
ApproachLOS:	*			*			C			*					

Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 SR 267 Bypass/I-80 WB

Cycle (sec): 60 Critical Vol./Cap. (X): 0.533
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	0	0	1	0	0	0	0	1	0	1

Volume Module:

Base Vol:	319	213	0	0	243	144	0	0	0	154	8	86
Growth 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
Initial Bse:	319	213	0	0	243	144	0	0	0	154	8	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	319	213	0	0	243	144	0	0	0	154	8	86
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	336	224	0	0	256	152	0	0	0	162	8	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	224	0	0	256	152	0	0	0	162	8	91
PCE 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
MLF 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
Final Vol.:	336	224	0	0	256	152	0	0	0	162	8	91

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.85	0.85	0.85
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.95	0.05	1.00
Final Sat.:	1805	1900	0	0	1900	1615	0	0	0	1535	80	1615

Capacity Analysis Module:

Vol/Sat:	0.19	0.12	0.00	0.00	0.13	0.09	0.00	0.00	0.00	0.11	0.11	0.06
Crit Moves:	****				****					****		
Green/Cycle:	0.35	0.60	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.20	0.20	0.20
Volume/Cap:	0.53	0.20	0.00	0.00	0.53	0.37	0.00	0.00	0.00	0.53	0.53	0.28
Delay/Veh:	16.5	5.5	0.0	0.0	20.5	19.1	0.0	0.0	0.0	23.3	23.3	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.5	5.5	0.0	0.0	20.5	19.1	0.0	0.0	0.0	23.3	23.3	20.9
HCM2kAvg:	6	2	0	0	5	3	0	0	0	4	4	2

Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 SR 267 Bypass/I-80 EB

Cycle (sec): 60 Critical Vol./Cap. (X): 0.530
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	0	0	1	0	1	1	0	1	0	0	0	1	0	0	1	0	0	0	0	0

Volume Module:	North Bound					South Bound					East Bound					West Bound				
Base Vol:	0	360	204	157	246	0	172	0	204	0	0	0	0	0	0					
Growth 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	1.00	1.00	1.00					
Initial Bse:	0	360	204	157	246	0	172	0	204	0	0	0	0	0	0					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	0	360	204	157	246	0	172	0	204	0	0	0	0	0	0					
User 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	1.00	1.00	1.00					
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95					
PHF Volume:	0	379	215	165	259	0	181	0	215	0	0	0	0	0	0					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	0	379	215	165	259	0	181	0	215	0	0	0	0	0	0					
PCE 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	1.00	1.00	1.00					
MLF 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	1.00	1.00	1.00					
Final Vol.:	0	379	215	165	259	0	181	0	215	0	0	0	0	0	0					

Saturation Flow Module:	North Bound					South Bound					East Bound					West Bound				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900					
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	0.95	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00					
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00					
Final Sat.:	0	1900	1615	1805	1900	0	1809	0	1615	0	0	0	0	0	0					

Capacity Analysis Module:	North Bound					South Bound					East Bound					West Bound				
Vol/Sat:	0.00	0.20	0.13	0.09	0.14	0.00	0.10	0.00	0.13	0.00	0.00	0.00	0.00	0.00	0.00					
Crit Moves:	****					****					****					****				
Green/Cycle:	0.00	0.38	0.38	0.17	0.55	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00					
Volume/Cap:	0.00	0.53	0.35	0.53	0.25	0.00	0.40	0.00	0.53	0.00	0.00	0.00	0.00	0.00	0.00					
Delay/Veh:	0.0	15.3	13.8	24.3	7.2	0.0	19.3	0.0	20.8	0.0	0.0	0.0	0.0	0.0	0.0					
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
AdjDel/Veh:	0.0	15.3	13.8	24.3	7.2	0.0	19.3	0.0	20.8	0.0	0.0	0.0	0.0	0.0	0.0					
HCM2kAvg:	0	6	3	4	3	0	3	0	4	0	0	0	0	0	0					

Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 SR 267/Brockway Road/Joerger Drive

Cycle (sec): 60 Critical Vol./Cap. (X): 0.748
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 24.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	259	427	2	11	309	130	110	15	298	12	13	28
Growth 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
Initial Bse:	259	427	2	11	309	130	110	15	298	12	13	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	427	2	11	309	130	110	15	298	12	13	28
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	273	449	2	12	325	137	116	16	314	13	14	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	449	2	12	325	137	116	16	314	13	14	29
PCE 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
MLF 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
Final Vol.:	273	449	2	12	325	137	116	16	314	13	14	29

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	0.85	0.96	0.96	0.85	0.92	0.92	0.92
Lanes:	1.00	0.99	0.01	1.00	1.00	1.00	0.88	0.12	1.00	0.23	0.24	0.53
Final Sat.:	1805	1889	9	1805	1900	1615	1602	218	1615	395	428	922

Capacity Analysis Module:

Vol/Sat:	0.15	0.24	0.24	0.01	0.17	0.08	0.07	0.07	0.19	0.03	0.03	0.03
Crit Moves:	****			****					****	****		
Green/Cycle:	0.20	0.42	0.42	0.01	0.23	0.23	0.26	0.26	0.26	0.04	0.04	0.04
Volume/Cap:	0.75	0.57	0.57	0.57	0.75	0.37	0.28	0.28	0.75	0.75	0.75	0.75
Delay/Veh:	30.8	14.2	14.2	61.9	28.5	20.1	18.0	18.0	27.7	61.9	61.9	61.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	14.2	14.2	61.9	28.5	20.1	18.0	18.0	27.7	61.9	61.9	61.9
HCM2kAvg:	7	7	4	1	8	2	2	2	7	3	3	3

Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 SR 267/Airport Road/Schaffer Mill Road

Cycle (sec): 60 Critical Vol./Cap. (X): 0.619
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	11	493	27	67	525	27	87	6	29	36	5	108
Growth 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
Initial Bse:	11	493	27	67	525	27	87	6	29	36	5	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	493	27	67	525	27	87	6	29	36	5	108
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	12	519	28	71	553	28	92	6	31	38	5	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	519	28	71	553	28	92	6	31	38	5	114
PCE 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
MLF 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
Final Vol.:	12	519	28	71	553	28	92	6	31	38	5	114

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	0.85	0.96	0.96	0.85	0.96	0.96	0.85
Lanes:	1.00	0.95	0.05	1.00	1.00	1.00	0.94	0.06	1.00	0.88	0.12	1.00
Final Sat.:	1805	1787	98	1805	1900	1615	1697	117	1615	1598	222	1615

Capacity Analysis Module:

Vol/Sat:	0.01	0.29	0.29	0.04	0.29	0.02	0.05	0.05	0.02	0.02	0.02	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.01	0.47	0.47	0.06	0.52	0.52	0.09	0.09	0.09	0.11	0.11	0.11
Volume/Cap:	0.56	0.62	0.62	0.62	0.56	0.03	0.62	0.62	0.22	0.21	0.21	0.62
Delay/Veh:	59.4	13.3	13.3	37.3	10.4	7.0	33.7	33.7	26.3	24.6	24.6	31.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.4	13.3	13.3	37.3	10.4	7.0	33.7	33.7	26.3	24.6	24.6	31.6
HCM2kAvg:	1	8	9	3	7	0	3	3	1	1	1	3

Truckee General Plan
LSC # 037191

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 SR 267/Waddle Ranch Access

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	531	0	0	590	0	0	0	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	531	0	0	590	0	0	0	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	531	0	0	590	0	0	0	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
PHF Volume:	0	559	0	0	621	0	0	0	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Final Vol.:	0	559	0	0	621	0	0	0	0	0	0	

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	*			*			*			*		

Truckee General Plan
LSC # 037191

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 SR 267/Northstar Drive

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: D[32.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	1	1	0	0	0	0	0
Volume Module:												
Base Vol:	46	385	0	0	512	78	146	0	62	0	0	0
Growth 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
Initial Bse:	46	385	0	0	512	78	146	0	62	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	385	0	0	512	78	146	0	62	0	0	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	48	405	0	0	539	82	154	0	65	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	48	405	0	0	539	82	154	0	65	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	621	xxxx	xxxxx	xxxx	xxxx	xxxxx	1041	xxxx	539	xxxx	xxxx	xxxxx
Potent Cap.:	969	xxxx	xxxxx	xxxx	xxxx	xxxxx	257	xxxx	546	xxxx	xxxx	xxxxx
Move Cap.:	969	xxxx	xxxxx	xxxx	xxxx	xxxxx	247	xxxx	546	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.62	xxxx	0.12	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.7	xxxx	0.4	xxxxx	xxxx	xxxxx
Stopped Del:	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	40.9	xxxx	12.5	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	E	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			32.4			xxxxxxx		
ApproachLOS:	*			*			D			*		

Truckee General Plan
LSC # 037191

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #24 SR 267/Northstar Highlands Drive

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:	North Bound					South Bound					East Bound					West Bound				
Base Vol:	0	431		0		0	574		0		0	0		0		0	0		0	
Growth 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	
Initial Bse:	0	431		0		0	574		0		0	0		0		0	0		0	
Added Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	0	431		0		0	574		0		0	0		0		0	0		0	
User 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	
PHF Adj:	0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95	
PHF Volume:	0	454		0		0	604		0		0	0		0		0	0		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Final Vol.:	0	454		0		0	604		0		0	0		0		0	0		0	

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx					
ApproachLOS:	*			*			*			*					

Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 SR 28/SR 267

Cycle (sec): 80 Critical Vol./Cap. (X): 1.013
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 25.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	1	0 0 1	1	0	1 1 0	1	0	1 1 0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	1	0	3	329	1	270	206	850	1	3	689	430
Growth 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
Initial Bse:	1	0	3	329	1	270	206	850	1	3	689	430
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	3	329	1	270	206	850	1	3	689	430
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	0	3	346	1	284	217	895	1	3	725	498
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	3	346	1	284	217	895	1	3	725	498
PCE 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
MLF 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
Final Vol.:	1	0	3	346	1	284	217	895	1	3	725	498

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	0.85	0.71	0.71	0.85	0.19	1.00	1.00	0.30	0.94	0.94
Lanes:	0.25	0.00	0.75	0.99	0.01	1.00	1.00	1.99	0.01	1.00	1.19	0.81
Final Sat.:	403	0	1209	1347	4	1615	359	3796	4	562	2116	1452

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.26	0.26	0.18	0.60	0.24	0.24	0.01	0.34	0.34
Crit Moves:				****			****					
Green/Cycle:	0.25	0.00	0.25	0.25	0.25	0.25	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.01	0.00	0.01	1.01	1.01	0.69	1.01	0.40	0.40	0.01	0.58	0.58
Delay/Veh:	22.3	0.0	22.3	81.8	81.8	32.1	81.0	8.7	8.7	6.6	10.3	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	0.0	22.3	81.8	81.8	32.1	81.0	8.7	8.7	6.6	10.3	10.3
HCM2kAvg:	0	0	0	19	8	8	38	6	2	0	10	10

Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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*****
Intersection #26 SR 89/Squaw Valley Road
*****
Cycle (sec):          50          Critical Vol./Cap. (X):          0.725
Loss Time (sec):      12 (Y+R = 4 sec) Average Delay (sec/veh):      17.9
Optimal Cycle:OPTIMIZED          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Split Phase      Split Phase
Rights:      Include      Ignore      Ignore      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0      0      0
Lanes:      1 0 1 1 0      1 0 1 0 1      1 1 0 0 1      0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      280 377 10      10 530 160      263 0 290      10 10 10
Growth 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
Initial Bse:      280 377 10      10 530 160      263 0 290      10 10 10
Added Vol:      0 0 0      0 0 0      0 0 0      0 0 0
PasserByVol:      0 0 0      0 0 0      0 0 0      0 0 0
Initial Fut:      280 377 10      10 530 160      263 0 290      10 10 10
User Adj:      1.00 1.00 1.00      1.00 1.00 0.00      1.00 1.00 0.00      1.00 1.00 1.00
PHF Adj:      0.95 0.95 0.95      0.95 0.95 0.00      0.95 0.95 0.00      0.95 0.95 0.95
PHF Volume:      295 397 11      11 558 0      277 0 0      11 11 11
Reduct Vol:      0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:      295 397 11      11 558 0      277 0 0      11 11 11
PCE Adj:      1.00 1.00 1.00      1.00 1.00 0.00      1.00 1.00 0.00      1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00      1.00 1.00 0.00      1.00 1.00 0.00      1.00 1.00 1.00
Final Vol.:      295 397 11      11 558 0      277 0 0      11 11 11
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1900 1900 1900      1900 1900 1900      1900 1900 1900      1900 1900 1900
Adjustment:      0.95 0.95 0.95      0.95 1.00 1.00      0.95 1.00 1.00      0.94 0.94 0.94
Lanes:      1.00 1.95 0.05      1.00 1.00 1.00      2.00 0.00 1.00      0.34 0.33 0.33
Final Sat.:      1805 3503 93      1805 1900 1900      3618 0 1900      595 595 595
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.16 0.11 0.11      0.01 0.29 0.00      0.08 0.00 0.00      0.02 0.02 0.02
Crit Moves:      ****      ****      ****      ****
Green/Cycle:      0.23 0.60 0.60      0.03 0.40 0.00      0.11 0.00 0.00      0.02 0.02 0.02
Volume/Cap:      0.73 0.19 0.19      0.19 0.73 0.00      0.73 0.00 0.00      0.73 0.73 0.73
Delay/Veh:      24.3 4.6 4.6      25.3 16.0 0.0      28.4 0.0 0.0      70.0 70.0 70.0
User DelAdj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
AdjDel/Veh:      24.3 4.6 4.6      25.3 16.0 0.0      28.4 0.0 0.0      70.0 70.0 70.0
HCM2kAvg:      6 2 2      0 9 0      4 0 0      2 2 2
*****

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Truckee General Plan
LSC # 037191

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #27 SR 89/Alpine Meadows Road

Average Delay (sec/veh): 6.1 Worst Case Level Of Service: F[71.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	1	1	0	0	0	0	0

Volume Module:												
Base Vol:	210	608	0	0	700	130	49	0	70	0	0	0
Growth 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
Initial Bse:	210	608	0	0	700	130	49	0	70	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	608	0	0	700	130	49	0	70	0	0	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	221	640	0	0	737	137	52	0	74	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	221	640	0	0	737	137	52	0	74	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:												
Cnflict Vol:	874	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1819	xxxx	737	xxxx	xxxx	xxxxxx
Potent Cap.:	781	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	86	xxxx	422	xxxx	xxxx	xxxxxx
Move Cap.:	781	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	68	xxxx	422	xxxx	xxxx	xxxxxx
Volume/Cap:	0.28	xxxx	xxxx	xxxx	xxxx	xxxx	0.76	xxxx	0.17	xxxx	xxxx	xxxx

Level Of Service Module:												
Queue:	1.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	0.6	xxxxxx	xxxx	xxxxxx
Stopped Del:	11.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	150.6	xxxx	15.3	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	*	*	*	F	*	C	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx				xxxxxxx		71.1			xxxxxxx		
ApproachLOS:	*				*		F			*		

Truckee General Plan
LSC # 037191

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #28 SR 89/Fairway Drive

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[20.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	1	0	0	0

Volume Module:

Base Vol:	0	0	0	20	0	16	2	932	0	0	739	18
Growth 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
Initial Bse:	0	0	0	20	0	16	2	932	0	0	739	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	16	2	932	0	0	739	18
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	21	0	17	2	981	0	0	778	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	21	0	17	2	981	0	0	778	19

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1773	xxxx	787	797	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	92	xxxx	395	834	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	92	xxxx	395	834	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	0	0	xxxxx	225	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	0.04	0.00	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	278	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	20.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			20.0			xxxxxxx			xxxxxxx		
ApproachLOS:	*			C			*			*		

Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 SR 89/SR 28 (Tahoe City 'Y')

Cycle (sec): 50 Critical Vol./Cap. (X): 0.793
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 20.6
Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	0	0	1	0	0	1	0	1	1	0

Volume Module:

Base Vol:	421	51	6	58	52	36	42	468	47	526	400	33
Growth 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
Initial Bse:	421	51	6	58	52	36	42	468	47	526	400	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	421	51	6	58	52	36	42	468	47	526	400	33
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	458	55	7	63	57	39	46	509	51	572	435	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	458	55	7	63	57	39	46	509	51	572	435	36
PCE 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
MLF 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
Final Vol.:	458	55	7	63	57	39	46	509	51	572	435	36

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.68	0.68	0.83	0.83	0.83	0.95	0.94	0.94	0.92	0.94	0.94
Lanes:	1.78	0.20	0.02	0.40	0.35	0.25	1.00	1.82	0.18	2.00	1.85	0.15
Final Sat.:	2392	254	30	625	560	388	1805	3235	325	3502	3298	272

Capacity Analysis Module:

Vol/Sat:	0.19	0.22	0.22	0.10	0.10	0.10	0.03	0.16	0.16	0.16	0.13	0.13
Crit Moves:	****						****			****		
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.07	0.20	0.20	0.21	0.34	0.34
Volume/Cap:	0.69	0.79	0.79	0.37	0.37	0.37	0.39	0.79	0.79	0.79	0.39	0.39
Delay/Veh:	19.1	23.4	23.4	15.1	15.1	15.1	24.5	25.2	25.2	24.8	12.8	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.1	23.4	23.4	15.1	15.1	15.1	24.5	25.2	25.2	24.8	12.8	12.8
HCM2kAvg:	7	8	9	3	3	3	1	7	7	7	3	3

Truckee General Plan
LSC # 037191

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #202 Glenshire Drive/Whitehorse/Martis Peak

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: A[9.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	3	0	10	7	0	11	7	71	5	4	122	16
Growth 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
Initial Bse:	3	0	10	7	0	11	7	71	5	4	122	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	10	7	0	11	7	71	5	4	122	16
User 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
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	3	0	11	8	0	12	8	79	6	4	136	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	3	0	11	8	0	12	8	79	6	4	136	18

Critical Gap Module:

Critical Gp:	7.1	xxxx	6.2	7.1	xxxx	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	257	xxxx	82	256	xxxx	144	153	xxxx	xxxxxx	84	xxxx	xxxxxx
Potent Cap.:	701	xxxx	984	701	xxxx	908	1440	xxxx	xxxxxx	1525	xxxx	xxxxxx
Move Cap.:	687	xxxx	984	689	xxxx	908	1440	xxxx	xxxxxx	1525	xxxx	xxxxxx
Volume/Cap:	0.00	xxxx	0.01	0.01	xxxx	0.01	0.01	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.5	xxxx	xxxxxx	7.4	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	894	xxxxxx	xxxx	808	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	0.0	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	9.1	xxxxxx	xxxxxx	9.6	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	A	*	*	A	*	*	*	*	*	*	*
ApproachDel:	9.1			9.6			xxxxxx			xxxxxx		
ApproachLOS:	A			A			*			*		

Sub-Appendix C

Land Uses and TAZs

Truckee TAZs (2/17/04)

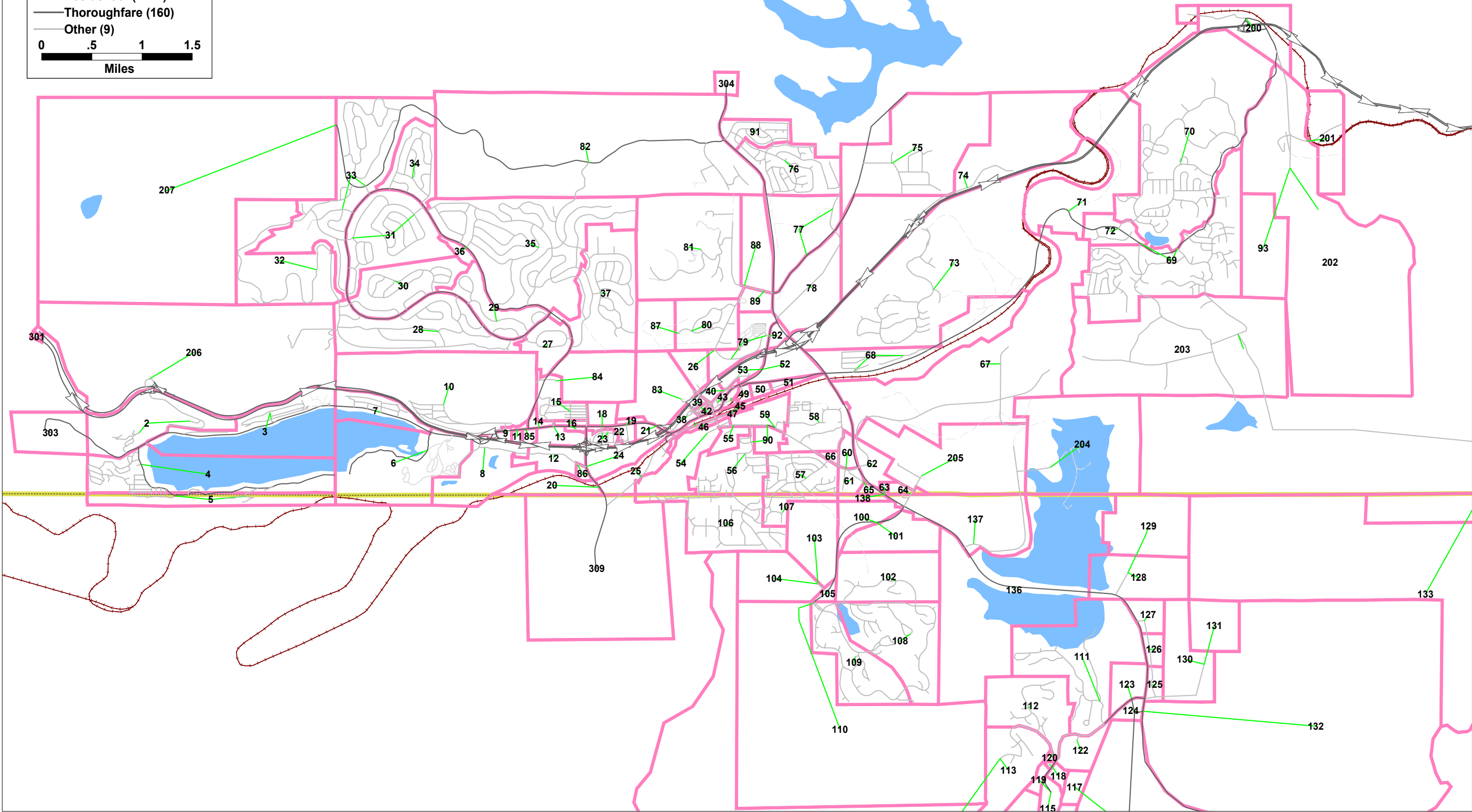
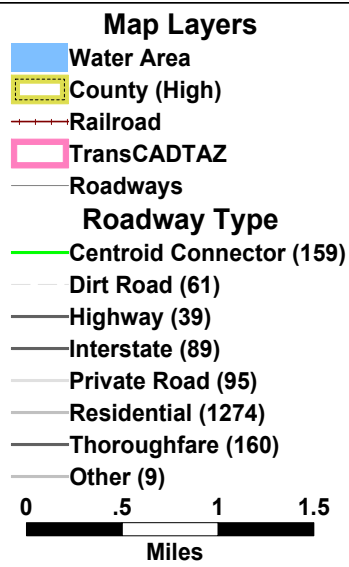


Table A: Existing Truckee Land Uses (Page 1 of 2)

TAZ #	SFDU Full Time	SFDU Part Time	MFDU Full Time	MFDU Part Time	Glenshire SFDU Full-Time	Mobile Homes	MV SFDU	MV MFDU	MV Pond Pal SFDU	Lodging (rooms)	Highway Commercial (1,000 sf floor area)	Commercial (1,000 sf floor area)	General Office (1,000 sf floor area)	Medical/ Dental Office (1,000 sf floor area)	Government Office (1,000 sf floor area)	Light Industrial (1,000 sf floor area)	Warehousing (1,000 sf floor area)	Golf Course (holes)	Public Park (acres)	Camp/ RV Park (sites)	Church (1,000 sf floor area)	Martis Valley Commercial (1,000 sf floor area)	Martis Valley Office (1,000 sf floor area)	Martis Valley Golf Courses (Effective Holes)	Special Generators	Notes
1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
2	16	12	1	1	0	0	0	0	0	0	0.0	5.6	3.8	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
3	93	158	17	29	0	0	0	0	0	0	0.0	0.7	16.7	0.0	0.0	4.6	0.0	0	3.1	0	0.0	0.0	0.0	0	0	
4	204	348	9	14	0	0	0	0	0	0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0	11.5	0	0.0	0.0	0.0	0	0	
5	46	77	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
6	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	262.0	150	0.0	0.0	0.0	0	0	
7	76	130	26	44	0	0	0	0	0	100	0.0	17.4	3.4	0.0	3.6	0.0	0.0	0	0.0	10	0.0	0.0	0.0	0	0	
8	1	1	0	0	0	0	0	0	0	90	4.3	6.1	6.6	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
9	0	0	0	0	0	0	0	0	0	0	7.0	38.7	20.2	1.8	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
10	114	86	3	2	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
11	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
12	26	7	22	6	0	0	0	0	0	40	14.3	2.8	0.0	0.0	0.0	0.0	0.0	0	0.0	0	3.7	0.0	0.0	0	0	
13	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.3	0	0.0	0.0	0.0	0	0	
14	0	0	5	0	0	45	0	0	0	10	0.0	5.4	2.4	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
15	126	10	56	4	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	6.1	0	0.0	0.0	0.0	0	0	
16	0	0	0	0	0	0	0	0	0	0	0.0	57.4	6.2	2.4	34.4	34.4	0.0	0	0.0	0	2.4	0.0	0.0	0	0	
17	0	0	0	0	0	0	0	0	0	0	2.9	50.5	0.0	0.0	0.0	18.6	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
18	0	0	3	2	0	0	0	0	0	0	0.0	132.5	0.0	0.0	0.0	3.1	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
19	1	1	0	0	0	0	0	0	0	0	0.0	2.5	4.9	42.6	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
20	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
21	0	0	0	0	0	0	0	0	0	0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
22	0	0	0	0	0	0	0	0	0	0	0.0	48.0	11.8	27.4	29.8	0.0	0.0	0	0.3	0	0.0	0.0	0.0	0	75,543	Hospital in SF
23	67	3	18	1	0	0	0	0	0	0	0.0	0.0	0.0	0.0	14.2	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
24	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
25	33	0	0	0	0	95	0	0	0	0	0.0	128.8	13.9	2.4	19.1	40.1	77.9	0	0.0	0	0.0	0.0	0.0	0	0	
26	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
27	28	75	14	36	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
28	172	464	1	1	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
29	56	151	13	34	0	0	0	0	0	0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
30	100	269	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
31	146	394	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
32	34	91	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
33	196	437	54	121	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	0.0	0.0	0.0	0	0	
34	109	193	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
35	288	779	49	133	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	530.0	0	0.0	0.0	0.0	0	0	
36	0	0	8	22	0	0	0	0	0	0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0	70.0	0	0.0	0.0	0.0	0	0	
37	177	316	21	38	0	0	0	0	0	0	0.0	0.0	9.2	0.0	0.0	0.0	0.0	18	0.0	0	0.0	0.0	0.0	0	0	
38	19	3	7	1	0	0	0	0	0	10	0.0	23.1	16.4	6.7	0.0	6.3	0.0	0	1.0	0	0.0	0.0	0.0	0	0	
39	26	3	7	1	0	0	0	0	0	10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	3,300	
40	7	0	5	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	59.3	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
41	1	0	9	0	0	0	0	0	0	0	0.0	2.0	3.2	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
42	0	0	6	0	0	0	0	0	0	0	0.0	99.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
43	16	0	2	0	0	0	0	0	0	40	0.0	6.6	5.1	0.0	0.0	0.0	0.0	0	400.0	0	9.3	0.0	0.0	0	0	
44	0	0	0	0	0	0	0	0	0	0	2.9	22.4	0.0	0.0	0.0	5.3	4.8	0	0.0	0	0.0	0.0	0.0	0	0	
45	2	0	0	0	0	0	0	0	0	0	4.2	1.6	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
46	43	2	22	1	0	0	0	0	0	0	0.0	19.9	4.8	0.0	6.9	0.0	3.5	0	0.0	0	0.0	0.0	0.0	0	0	
47	15	2	2	0	0	0	0	0	0	10	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
48	6	0	0	0	0	0	0	0	0	0	0.0	11.7	0.0	0.0	0.0	11.7	10.5	0	0.0	0	0.0	0.0	0.0	0	0	
49	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
50	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
51	0	0	0	0	0	0	0	0	0	0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
52	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
53	0	0	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
54	17	4	0	0	0	0	0	0	0	0	0.0	2.0	0.0	0.0	0.0	5.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
55	1	0	26	4	0	0	0	0	0	0	0.0	10.0	0.0	0.0	0.0	0.8	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
56	186	23	38	5	0	0	0	0	0	0	4.9	17.0	3.2	1.5	1.5	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
57	312	0	108	0	0	0	0	0	0	0	0.0	1.8	6.3	0.0	0.0	0.0	0.0	0	0.0	0	23.7	0.0	0.0	0	0	
58	113	7	175	11	0	100	0	0	0	0	0.0	7.0	2.2	2.6	0.0	20.0	0.0	9	0.0	30	0.0	0.0	0.0	0	0	
59	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.0	0	0.0	0.0	0.0	0	0	
60	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
61	5	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	14.1	0.0	0.0	0	0	
62	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
63	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
64	0	0	0	0</																						

Table A: Existing Truckee Land Uses (Page 2 of 2)

TAZ #	SFDU Full Time	SFDU Part Time	MFDU Full Time	MFDU Part Time	Glenshire SFDU Full-Time	Mobile Homes	MV SFDU	MV MFDU	MV Pond Pal SFDU	Lodging (rooms)	Highway Commercial (1,000 sf floor area)	Commercial (1,000 sf floor area)	General Office (1,000 sf floor area)	Medical/ Dental Office (1,000 sf floor area)	Government Office (1,000 sf floor area)	Light Industrial (1,000 sf floor area)	Warehousing (1,000 sf floor area)	Golf Course (holes)	Public Park (acres)	Camp/ RV Park (sites)	Church (1,000 sf floor area)	Martis Valley Commercial (1,000 sf floor area)	Martis Valley Office (1,000 sf floor area)	Martis Valley Golf Courses (Effective Holes)	Special Generators	Notes
70	0	51	3	0	591	0	0	0	0	0	0.0	16.1	0.0	0.0	0.0	4.0	0.0	0	4.2	10	0.0	0.0	0.0	0	0	
71	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	250,000	
72	0	4	0	0	48	0	0	0	0	0	0.0	6.5	3.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
73	4	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
74	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
75	43	19	6	3	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	Hirschdale Cindercone Quarry
76	231	103	0	1	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
77	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
78	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
79	1	0	1	0	0	110	0	0	0	0	0.0	39.5	2.4	0.0	8.5	22.9	22.4	0	0.0	130	0.0	0.0	0.0	0	0	
80	1	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
81	96	17	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
82	14	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
83	1	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
84	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0.0	0.0	0.0	0	0	
85	0	0	0	0	0	0	0	0	0	0	0.0	0.0	27.5	0.0	40.1	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
86	0	0	0	0	0	0	0	0	0	0	6.0	86.3	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	2,560	Post Office
87	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
88	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
89	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
90	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
91	160	72	0	1	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
92	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
93	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
100	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
101	0	0	0	0	0	0	2	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
102	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
103	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
104	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
105	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
106	0	0	0	0	0	0	0	0	284	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
107	0	0	0	0	0	0	0	0	75	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
108	0	0	0	0	0	0	64	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	4	0	
109	0	0	0	0	0	0	65	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
110	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
111	0	0	0	0	0	0	322	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	18	0	
112	0	0	0	0	0	0	180	268	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
113	0	0	0	0	0	0	31	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
114	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
115	0	0	0	0	0	0	0	144	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
116	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
117	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
118	0	0	0	0	0	0	0	81	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	40.0	1.5	37	0	
119	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
120	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
121	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
122	0	0	0	0	0	0	39	180	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
123	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	9.0	0.0	0	0	
124	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	3.0	0	0	
125	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
126	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
127	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
128	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
129	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
130	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
131	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
132	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
133	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
134	0	0	0	0	0	0	2	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
135	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
137	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	16.2	38.3	0	0	
138	0	0	0	0	0	0	3	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	23.1	0	0	
200	0	0	0	0	0	25	0	0	0	0	2.4	2.0	0.0	0.0	0.0	0.0	0.0	0	0.0	55	0.0					

Sub-Appendix D

Residential Trip Generation Estimation

Residential Traffic Count Data

Pneumatic road tubes were used to collect hourly traffic count data entering and exiting the following neighborhoods in Truckee at the following locations and on the following dates:

Tahoe Donner

- Alder Creek Road east of Schussing Way (Tuesday 8/12/03 to Monday 8/18/03)
- Northwoods Boulevard south of Lausanne Way (Tuesday 8/12/03 to Monday 8/18/03)

Prosser Lakeview

- Rainbow Drive immediately east of SR 89 North (Monday 8/18/03 to Wednesday 8/20/03)
- East Alder Creek Road immediately east of SR 89 North (Monday 8/18/03 to Wednesday 8/20/03)
- Prosser Dam Road immediately east of SR 89 North (Monday 8/18/03 to Wednesday 8/20/03)

Glenshire

- Glenshire Drive immediately east of Highland Avenue (Wednesday 8/20/03 to Monday 9/02/03)
- Glenshire Drive immediately west of Hirschdale Road (Thursday 7/18/03 to Wednesday 9/10/03)

Please note that it was determined that the amount of traffic that uses Prosser Dam Road to access the Prosser Lakeview development is negligible as the only connection between Prosser Dam Road and the Prosser Lakeview subdivision is provided along a dirt road. The hourly traffic volumes on the day during which the highest PM peak-hour traffic volume entering and exiting each neighborhood occurred may be found attached. This data is summarized in Table A. PM peak-hour volumes at all locations occurred sometime between 4:30 PM and 6:00 PM.

Table B provides the trip generation that would result at each neighborhood using the unadjusted ITE rates identified above, as well as the number of dwelling units in each neighborhood. Note that the schools in the Glenshire area are assumed to have generated negligible traffic during these summer count periods. Table C provides a comparison of actual trip generation to the ITE trip generation. As the table indicates, the external trip generation of residences within Truckee are 11 to 46 percent lower than ITE rates. Of all areas surveyed, the PM peak-hour trip rates are 36 percent lower and daily trip rates are 29 percent lower.

The table also indicates that the Prosser Lakeview area trip rates are the closest to ITE rates. We have concluded that this is due to several factors:

- As the Prosser Lakeview neighborhood is relatively close to shopping in downtown Truckee and the Gateway shopping area, the residents of this community are less likely to link shopping and recreational trips to school and work trips than residents of the Tahoe Donner and Glenshire areas. Using the central Donner Pass Road/I-80 interchange as a reference point that represents the center of Truckee, the shortest travel time to/from the areas surveyed to/from this point would be to/from the Prosser Lakeview development and the longest travel time would be to/from the Glenshire development.
- Both the Tahoe Donner and Glenshire neighborhoods have recreational and commercial uses within the neighborhood, which means that some shopping and recreational trips are internalized, thereby reducing total external trips. Specifically, the Glenshire neighborhood contains some commercial and office uses, while the Tahoe Donner neighborhood contains a recreation center, golf course, and restaurant.

Through the model calibration process, it was determined that the following modifications were required:

- The Prosser Lakeview development figures were assumed to represent total trip rates throughout Truckee (other than Glenshire and Tahoe Donner), as the trips generated external to the Tahoe Donner area do not represent total trips because some trips remain internal. Therefore, residential trip rates in Truckee were found to be significantly lower than ITE rates. Specifically, the ITE rates were reduced as follows:
 - The Single-Family Full-Time residential trip rate was reduced by 8 percent
 - The Single-Family Vacation residential trip rate was reduced by 65 percent
 - The Multi-Family Full-Time residential trip rate was reduced by 8 percent
 - The Multi-Family Vacation residential trip rate was reduced by 65 percent
 - A higher percentage reduction was required to the vacation units in order to result in a calibration at the Ponderosa Palisades/Sierra Meadows access, which contains almost no vacation units.

These reductions were found to best correlate with observed traffic generation of the four surveyed residential areas.

- Observed trip generation of the Glenshire area was found to be less than the model estimated volumes resulting from the trip generation rates discussed above. This is considered to be a result of the relatively high proportion of “trip chaining” (making multiple stops as part of a single external round-trip from the residential area) due to the relatively long travel distance from Glenshire to the rest of the community. To reflect this, trip rates for the Glenshire single-family trip rates were reduced by a 36 percent, which yielded traffic generation levels that calibrate with observed traffic volumes.

Table D presents the trip rates that we propose to use in the Truckee traffic model.

TABLE A: Summary of Neighborhood Traffic Count Data

Neighborhood	Date of Peak-Hour Volume	Time of Peak-Hour Volume	Peak-Hour Volume			Daily		
			Entering	Exiting	Total	Entering	Exiting	Total
Tahoe Donner	Friday, August 15, 2003	4:30 PM - 5:30 PM	799	633	1,432	9,073	8,411	17,484
Prosser Lakeview	Tuesday, August 19, 2003	5:15 PM - 6:15 PM	244	141	385	1,941	1,683	3,624
Glenshire	Wednesday, August 27, 2003	5:00 PM - 6:00 PM	568	269	837	4,493	4,354	8,847
Source: LSC Transportation Consultants, Inc.						R4-Residential Trip Generation.wb3		

TABLE B: Residential Trip Generation Rates Estimation

	Tahoe Donner	Prosser	Glenshire	Total	Applicable ITE Land Use Code	ITE Rates				ITE Trip Generation - Tahoe Donner				ITE Trip Generation - Prosser				ITE Trip Generation - Glenshire			
						PM Peak-Hour				PM Peak-Hour				PM Peak-Hour				PM Peak-Hour			
						In	Out	Total	Daily	In	Out	Total	Daily	In	Out	Total	Daily	In	Out	Total	Daily
Full-Time SFDU	1,306	391	1,313	3,010	210	0.65	0.36	1.01	9.57	849	470	1,319	12,498	254	141	395	3,742	853	473	1,326	12,565
Vacation SFDU	3,169	175	128	3,472	260	0.11	0.15	0.26	3.16	349	475	824	10,014	19	27	46	553	14	19	33	404
Full-Time MFDU	160	0	8	168	220	0.42	0.2	0.62	6.72	67	32	99	1,075	0	0	0	0	3	2	5	54
Vacation MFDU	385	2	1	388	260	0.11	0.15	0.26	3.16	42	58	100	1,217	0	1	1	6	0	0	0	3
Total	5,020	568	1,450	7,038						1,307	1,035	2,342	24,804	273	169	442	4,301	870	494	1,364	13,026

Note: SFDU = Single-Family Dwelling Units, MFDU = Multi-Family Dwelling Units.

Source: ITE Trip Generation Manual, 7th edition, 2003.

R4-Residential Trip Generation.wb3

TABLE C: Comparison of ITE Trip Generation and Actual Trip Generation

Neighborhood:	Tahoe Donner	Prosser	Glenshire	Total
	Actual Number Peak-Hour Trips Generated			
Peak-Hour In	799	244	568	1,611
Peak-Hour Out	633	141	269	1,043
Peak-Hour Total	1,432	385	837	2,654
Daily	17,484	3,624	8,847	29,955
	ITE Trip Generation			
Peak-Hour In	1,307	273	870	2,450
Peak-Hour Out	1,035	169	494	1,698
Peak-Hour Total	2,342	442	1,364	4,148
Daily	24,804	4,301	13,026	42,131
	Percent Reduction from ITE Rates			
Peak-Hour In	-39%	-11%	-35%	-34%
Peak-Hour Out	-39%	-17%	-46%	-39%
Peak-Hour Total	-39%	-13%	-39%	-36%
Daily	-30%	-16%	-32%	-29%

Source: LSC Transportation Consultants, Inc.

R4-Residential Trip Generation.wb3

TABLE D: Adjusted Residential Trip Rates Used in Base Uncalibrated Model

	Tahoe Donner	Prosser	Glenshire	Total	Applicable ITE Land Use Code	Adjusted Rates				Adjusted Trip Generation - Tahoe Donner				Adjusted Trip Generation - Prosser				Adjusted Trip Generation - Glenshire			
						PM Peak-Hour				PM Peak-Hour				PM Peak-Hour				PM Peak-Hour			
						In	Out	Total	Daily	In	Out	Total	Daily	In	Out	Total	Daily	In	Out	Total	Daily
Full-Time SFDU	1,306	391	0	1,697	210	0.60	0.33	0.93	8.80	784	431	1,215	11,493	235	129	364	3,441	0	0	0	0
Vacation SFDU	3,169	175	128	3,472	260	0.04	0.05	0.09	1.11	127	158	285	3,518	7	9	16	194	5	7	12	142
Full-Time MFDU	160	0	8	168	220	0.39	0.18	0.57	6.18	62	29	91	989	0	0	0	0	3	2	5	49
Vacation MFDU	385	2	1	388	260	0.04	0.05	0.09	1.11	15	20	35	427	0	0	0	2	0	0	0	1
Glenshire FT SFDU	0	0	1,313	1,313	260	0.42	0.23	0.65	6.12	0	0	0	0	0	0	0	0	551	302	853	8,036
Total Calculated Trip Generation										988	638	1,626	16,427	242	138	380	3,637	559	311	870	8,228
Actual Trip Generation										799	633	1,432	17,484	244	141	385	3,624	568	269	837	8,847
Percent Difference From Calculated (Calculated/Actual - 1)										23.7%	0.8%	13.5%	-6.0%	-0.8%	-2.1%	-1.3%	0.4%	-1.6%	15.6%	3.9%	-7.0%
Note: SFDU = Single-Family Dwelling Units, MFDU = Multi-Family Dwelling Units. Source: LSC Transportation Consultants, Inc.																					
																					R4-Residential Trip Generation.wb3

Sub-Appendix E

Trip Purpose and Productions and Attractions

The following assumptions were made regarding the percentage of each trip type that generates trips external to the model area:

- Of the recreational trips produced by the full-time units, 15 are to/from external areas.
- Of the recreational trips produced by vacation homes, 18 percent are to/from external areas.
- Of the recreational attractions generated by the Town of Truckee, 22 percent are to/from external areas.
- Of the home-based work productions, 47 percent are external to the model area.
- Of the home-based work attractions, 38 percent are external to the model area.
- Of the home-based other and non-home-based commercial and office productions generated by full-time units, 15 percent are to/from areas external to the model.
- Of the home-based other and non home based commercial and office productions generated by vacation units, 18 percent are to/from areas external to the model.
- Of the home-based other and non-home-based commercial attractions, 19 percent are to/from areas external to the model.
- Of the home-based other and non-home-based office attractions, 22 percent are to/from areas external to the model.

TABLE A: Percent of Trip Generation Split Into Each Trip Type

Land Use	Trip Rate	Per Unit	Productions						Attractions						TOTAL
			HBW	HBO	NHB	REC	Int-Ext	Ext-Int	HBW	HBO	NHB	REC	Int-Ext	Ext-Int	
Truckee SFDU Full-Time	0.93	dwelling unit	23%	41%	0%	7%	28%	0%	0%	1%	0%	0%	0%	0%	100%
Truckee SFDU Vacation	0.09	dwelling unit	0%	62%	0%	13%	18%	0%	0%	7%	0%	0%	0%	0%	100%
Truckee MFDU Full-Time	0.57	dwelling unit	23%	41%	0%	7%	28%	0%	0%	1%	0%	0%	0%	0%	100%
Truckee MFDU Vacation	0.09	dwelling unit	0%	62%	0%	13%	18%	0%	0%	7%	0%	0%	0%	0%	100%
Glenshire SFDU Full-Time	0.65	dwelling unit	23%	41%	0%	7%	28%	0%	0%	1%	0%	0%	0%	0%	100%
Truckee Mobile Homes	0.59	dwelling unit	23%	41%	0%	7%	28%	0%	0%	1%	0%	0%	0%	0%	100%
Martis Valley SFDU	0.36	dwelling unit	6%	56%	0%	13%	18%	0%	0%	7%	0%	0%	0%	0%	100%
Martis Valley MFDU	0.29	dwelling unit	6%	56%	0%	13%	18%	0%	0%	7%	0%	0%	0%	0%	100%
Martis Valley Ponderosa Palisades SFDU	0.88	dwelling unit	23%	41%	0%	7%	28%	0%	0%	1%	0%	0%	0%	0%	100%
Lodging	0.59	rooms	0%	7%	25%	4%	7%	0%	20%	0%	19%	0%	0%	18%	100%
Highway Trip Generation Commercial	23.14	1,000 sf of floor area	0%	0%	18%	0%	7%	0%	8%	29%	15%	0%	0%	23%	100%
General Commercial Trip Generation	6.08	1,000 sf of floor area	0%	0%	20%	0%	5%	0%	9%	34%	18%	0%	0%	14%	100%
General Office	1.49	1,000 sf of floor area	0%	0%	11%	0%	3%	0%	33%	13%	13%	0%	0%	27%	100%
Medical/Dental Office	3.72	1,000 sf of floor area	0%	0%	11%	0%	3%	0%	33%	13%	13%	0%	0%	27%	100%
Government Office	1.49	1,000 sf of floor area	0%	0%	11%	0%	3%	0%	33%	13%	13%	0%	0%	27%	100%
Light Industrial	0.98	1,000 sf of floor area	0%	0%	11%	0%	3%	0%	33%	13%	13%	0%	0%	27%	100%
Warehousing	0.47	1,000 sf of floor area	0%	0%	11%	0%	3%	0%	33%	13%	13%	0%	0%	27%	100%
Golf Course	2.74	holes	0%	0%	0%	0%	0%	0%	6%	4%	12%	55%	0%	23%	100%
Public Park	0.2	acres	0%	0%	0%	0%	0%	0%	3%	0%	0%	74%	0%	23%	100%
Campsite/RV Park	0.37	campsites	0%	0%	0%	0%	0%	0%	3%	0%	0%	74%	0%	23%	100%
Church	0.66	1,000 sf of floor area	0%	0%	0%	0%	0%	0%	3%	0%	0%	74%	0%	23%	100%
MV Gen Com	2.59	1,000 sf of floor area	0%	0%	20%	0%	5%	0%	9%	34%	18%	0%	0%	14%	100%
MV Office	1.49	dwelling unit	0%	0%	11%	0%	3%	0%	33%	13%	13%	0%	0%	27%	100%
MV Golf Course	2.74	dwelling unit	0%	0%	0%	0%	0%	0%	6%	4%	12%	55%	0%	23%	100%
Hospital	0.73	1,000 sf of floor area	0%	0%	8%	0%	2%	0%	12%	32%	24%	0%	0%	22%	100%
Airport	0.3	flights per day	0%	0%	0%	0%	0%	0%	6%	32%	32%	8%	0%	22%	100%
PO	0.116	# of boxes	0%	0%	19%	0%	5%	0%	6%	19%	45%	0%	0%	6%	100%
Quarry	0.06	dwelling unit	0%	0%	0%	0%	0%	0%	12%	0%	65%	0%	0%	23%	100%

R15-TGP Trip Gen.wb3

Table B: Existing Model Trip Productions and Attractions

	Productions						Attractions								
TAZ	HBW	HBO	NHB	REC	Int-Ext	Ext-Int	HBW	HBO	NHB	REC	Int-Ext	Ext-Int	TOTAL Productions	TOTAL Attractions	TOTAL
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	3	7	7	1	6	0	5	13	7	0	0	6	26	30	56
3	22	50	4	9	32	0	10	8	5	0	0	9	117	32	149
4	44	101	5	18	63	0	2	15	5	2	0	4	232	28	260
5	10	22	0	4	13	0	0	1	0	0	0	0	49	1	50
6	0	0	0	0	0	0	4	0	0	80	0	27	0	111	111
7	19	49	37	10	37	0	25	40	31	3	0	29	153	129	282
8	0	4	40	2	13	0	25	43	33	0	0	41	59	141	200
9	0	0	80	0	24	0	46	132	71	0	0	80	104	329	433
10	24	49	0	9	32	0	0	2	0	0	0	0	114	2	117
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	8	17	69	4	36	0	33	102	57	2	0	83	134	278	412
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	7	12	8	2	11	0	5	12	7	0	0	7	41	32	72
15	34	62	0	11	42	0	0	2	0	1	0	0	149	3	152
16	0	0	81	0	20	0	65	132	76	1	0	77	101	351	453
17	0	0	76	0	20	0	39	126	68	0	0	63	96	296	392
18	0	1	162	0	40	0	74	275	145	0	0	113	204	607	811
19	0	0	21	0	6	0	56	27	24	0	0	47	28	154	181
20	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
21	0	0	5	0	1	0	2	8	4	0	0	3	6	18	24
22	0	0	81	0	20	0	87	138	87	0	0	97	101	409	510
23	16	30	2	5	21	0	7	4	3	0	0	6	75	19	94
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	20	35	172	6	67	0	115	285	158	0	0	146	300	704	1004
26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27	8	21	0	4	12	0	0	2	0	0	0	0	44	2	45
28	36	93	0	17	54	0	0	6	0	0	0	0	201	6	207
29	13	35	0	6	20	0	1	3	0	0	0	1	76	5	81
30	21	54	0	10	31	0	0	4	0	0	0	0	116	4	120
31	31	79	0	14	46	0	1	6	0	0	0	1	170	8	178
32	7	18	0	3	11	0	0	1	0	0	0	0	39	1	41
33	48	120	0	21	71	0	0	8	0	11	0	4	261	23	284
34	23	53	0	10	32	0	0	3	0	0	0	0	118	3	121
35	67	175	0	31	101	0	5	12	0	80	0	26	374	124	498
36	1	3	0	1	2	0	2	1	0	11	0	4	7	18	24
37	40	93	1	17	57	0	7	9	8	27	0	15	208	67	275
38	5	9	36	2	15	0	32	55	33	0	0	36	67	157	224
39	6	12	2	2	8	0	1	0	1	0	0	1	31	4	34
40	2	4	7	1	4	0	19	8	8	0	0	15	18	50	67
41	1	2	3	0	2	0	3	5	3	0	0	3	10	13	23
42	1	1	187	0	64	0	87	271	273	0	0	117	253	748	1001
43	4	8	15	2	8	0	15	15	13	65	0	33	37	140	177
44	0	0	40	0	12	0	20	67	35	0	0	36	52	159	211
45	0	1	19	0	8	0	9	32	16	0	0	24	29	80	109
46	12	22	26	4	21	0	17	44	24	0	0	22	85	108	193
47	3	7	2	1	5	0	3	1	2	0	0	3	18	8	27
48	1	2	16	0	6	0	12	26	15	0	0	14	26	68	93
49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
51	0	0	3	0	1	0	2	4	2	0	0	2	3	11	14
52	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
53	0	0	0	0	0	0	1	1	1	0	0	1	2	3	5
54	4	7	3	1	5	0	3	5	3	0	0	3	20	14	33
55	4	7	12	1	8	0	6	21	11	0	0	9	31	47	78
56	44	81	43	15	68	0	23	72	37	0	0	44	251	176	427
57	80	143	3	26	99	0	5	9	3	12	0	8	352	36	388
58	60	108	12	19	78	0	16	24	15	22	0	23	278	100	377
59	0	0	0	0	0	0	1	0	0	9	0	3	0	13	13
60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
61	1	2	0	0	1	0	0	0	0	7	0	2	5	9	14
62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
64	0	0	35	0	8	0	65	50	37	0	0	58	43	210	253
65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
66	0	4	15	2	4	0	12	0	11	0	0	11	25	34	59
67	0	0	13	0	4	0	46	16	45	5	0	40	0	0	0
68	34	63	0	12	43	0	0	2	0	0	0	0	152	2	153
69	86	159	0	29	105	0	0	6	0	0	0	0	380	6	386
70	89	163	20	30	113	0	10	40	18	3	0	16	415	88	503
71	0	0	0	0	0	0	2	0	10	0	0	2	0	15	15
72	7	13	8	2	11	0	5	15	8	0	0	7	42	34	76
73	1	2	0	0	1	0	0	0	0	0	0	0	4	0	4
74	0	0	2	0	1	0	7	3	3	0	0	6	3	19	22
75	10	19	0	3	13	0	0	1	0	0	0	0	45	1	46
76	49	94	0	17	62	0	0	3	0	0	0	0	222	3	225
77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
79	16	27	54	5	32	0	39	89	49	35	0	59	133	272	405
80	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
81	20	38	0	7	25	0	0	1	0	0	0	0	90	1	91
82	3	5	0	1	4	0	0	0	0	0	0	0	13	0	13
83	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
84	0	0	0	0	0	0	3	2	6	27	0	11	0	49	49
85	0	0	11	0	3	0	33	13	13	0	0	27	14	86	99
86	0	0	182	0	61	0	84	270	243	0	0	131	243	728	971
87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
88	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
91	34	65	0	12	43	0	0	2	0	0	0	0	154	2	156
92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
93	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
101	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
102	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
104	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
106	57	102	0	17	71	0	0	3	0	0	0	0	247	3	250
107	15	27	0	5	19	0	0	1	0	0	0	0	65	1	66
108	1	13	0	3	4	0	1	2	1	6	0	3	21	13	34
109	1	13	0	3	4	0	0	2	0	0	0	0	21	2	23
110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
111	6	64	0	16	19	0	3	12	6	27	0	11	106	59	165
112	9	79	0	20	24	0	0	11	0	0	0	0	132	11	143
113	1	6	0	2	2	0	0	1	0	0	0	0	10	1	11
114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
115	3	23	0	6	7	0	0	3	0	0	0	0	39	3	42
116	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
118	2	13	21	3	9	0	16	41	31	56	0	38	48	183	231
119	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
121	0	0	0	0	0	0	0	0	0	0	0				

Sub-Appendix F

Friction Factors

TABLE A: Friction Factor Lookup Table

Minimum Travel Time (minutes)	HBW Friction Factor	HBO Friction Factor	NHB Friction Factor	REC Friction Factor	IE Friction Factor	EI Friction Factor
1	25000	184000	184000	160000	90000	90000
2	22000	143750	161920	125000	60000	60000
3	19000	109250	139840	95000	30000	30000
4	17000	69000	125120	60000	10000	10000
5	15000	40250	110400	35000	7800	7800
6	13000	28750	95680	25000	7000	7000
7	12000	17250	88320	15000	6000	6000
8	10000	11500	73600	10000	5000	5000
9	9000	5750	66240	5000	4000	4000
10	8000	3220	58880	2800	2000	2000
11	7000	2645	51520	2400	1000	1000
12	6200	2070	45632	2000	900	900
13	5500	1725	40480	1600	850	850
14	4845	1495	35659	1300	800	800
15	4300	1150	31648	1100	710	710
20	2300	500	16928	550	320	320
25	1200	140	8832	250	140	140
30	700	70	5152	120	70	70
35	400	40	2944	60	40	40
40	200	20	1472	30	20	20
45	100	10	500	18	10	10
50	50	10	50	8	10	10
55	30	5	30	4	5	5
60	20	3	20	3	3	3

TGP Friction Factors.wb3

Sub-Appendix G

Additional Network Adjustments Made

TABLE A: Truckee – Martis Valley Existing (Summer 2003) PM Peak-Hour External Trips

From VV To >>	I-80 West	DPR West	89 North	Hirshdale Rd North	I-80 East	267 South	89 South	Total Ext-Ext	Total External In	Total Ext-Int
I-80 West		0	34	10	625	74	84	828	1,367	539
DPR West	0		0	0	5	0	5	10	60	50
89 North	55	0		0	65	30	8	157	314	157
Hirshdale Rd North	6	0	0		15	2	4	27	36	9
I-80 East	527	5	39	13		104	73	762	1,034	272
267 South	90	0	15	3	79		0	186	431	245
89 South	88	5	5	4	117	0		219	617	398
Total	766	10	93	30	906	210	174	2,189	3,859	1,670
Total External Out	934	50	167	33	1,787	574	602	4,147		
Total Internal – External	168	40	74	3	881	364	428	1,958		

The following additional adjustments were made to the model network:

- ☐ A 1/2-minute delay was added to all on/off I-80 ramps as in general drivers in rural areas avoid using a freeway unless it provides a travel time benefit.
- ☐ Turn-movement penalties were added to the following movements:
 - The northbound left turn from Martis Valley Road. Note this delay was removed in the future model as a roundabout will be constructed.
 - The eastbound left out of the shopping center located south of Deerfield Drive as left-turns are prohibited.
 - The southbound left-turn out of the Gateway shopping plaza.
 - The northbound movements and westbound left-turn and through movement at the SR 89 South/Donner Pass Road intersection. Note this delay was removed in the future model as it is assumed the intersection capacity deficiencies will be fixed in the future.
 - The left-turn out of High Street onto Donner Pass Road.
 - The eastbound left turn at the eastern Donner Pass Road/I-80 interchange.
 - The northbound left-turn at the Glenshire Drive/Donner Pass Road intersection.
- ☐ A five-second delay was added to Bridge Street between Donner Pass Road and West River Street to reflect the fact that some drivers avoid this roadway segment to avoid possible delays due to a train traveling through the at-grade intersection.
- ☐ A one minute delay was added to I-80 westbound between the eastern Donner Pass Road and SR 89 South interchanges to represent the agricultural check station.

Sub-Appendix H

Model Calibration Notes

TRUCKEE TRANS CAD TRAFFIC MODEL CALIBRATION MEMORANDUM

LSC TRANSPORTATION CONSULTANTS, INC.

REVISED APRIL 20, 2006

INTRODUCTION

This memorandum documents the development of a computer-based transportation model for the Town of Truckee, California and nearby areas significantly impacting Town traffic conditions. Besides documenting the model itself, this memorandum also presents an explanation of the development of land use quantities used in the model.

Overview of the Modeling Process

A transportation network model is a computerized representation of the transportation system. A model is useful for comparing the impacts of various growth assumptions and for evaluating alternative transportation improvement programs. Although it would also be possible to use growth factors based on the recent trends to project future traffic volumes, a model allows the use of better projections of growth within the region, accounting for subarea development. Computerized transportation models are also the best means by which to evaluate the interchange of traffic between various land uses, and to consider the effects of traffic congestion on travel times and driver route choice.

Among the various computer software modeling packages, the “TransCAD” software package was selected for the Town of Truckee model as it provides the necessary modeling capabilities while providing GIS opportunities that can be used to coordinate transportation and land use planning and to better communicate the results of the traffic analyses in graphical forms. In addition, it is well-supported by its developer and is being used by many other agencies in the region.

Transportation models, by definition, are representations of travel choices made by individuals across a geographic area, impacting physical structures such as roads, bridges, parking areas, and intersections. Each model should rely on sound behavioral theory of how individuals make travel choices. The structure of choice sequences suggested by the model and the variables used in the model should reflect a logical process of decision-making followed by travelers in deciding when, where, and how to travel.

The travel choices of individuals are most commonly represented in the United States by what is referred to as the “four step process.” These four steps represent the thought processes of the individual. The individual makes four travel decisions as follows: the decision that a trip is necessary to fulfill some need or purpose (generation), the decision where that need/purpose is best fulfilled (distribution), the decision of which means is best to get there (mode choice), and the decision of which route to take (trip assignment).

Geographic patterns are represented by data considered to be at the heart of individual travel decisions: where people live, where people work, and where people recreate, shop, or otherwise interact. The specific data proposed for use in this project are discussed more fully below.

Land use quantities are represented by a series of Traffic Analysis Zones (TAZs). A total of 140 TAZs were defined to encompass the model area. TAZs were generally defined to follow property lines, and to accurately reflect vehicular access to/from the roadway network. As discussed in detail below, land use quantities were developed to reflect existing uses within each TAZ.

The physical structures of travel are represented through a combination of links (paths) and nodes (intersections or transfer points). Zone centroids are special types of nodes associated with both the TAZ data mentioned above and the origins and destinations of an individual's trips. The links typically have a travel time associated with them, either explicitly given or inferred from speed and distance information.

As with any representation of a real system, there are associated limitations. To minimize the effects of these limitations, the model is "calibrated" so that it matches reality for all critical links in the system. In other words, adjustments are made until the modeled traffic volumes approximate existing traffic volumes, often referred to as "ground counts." Once the model is calibrated, then and only then can the model be used to estimate future travel patterns and volumes.

Model Study Area

The model was developed to encompass the Town of Truckee and Martis Valley area of Placer County (the portion of Placer County in the Martis Creek drainage) as well as the following areas of unincorporated Nevada County adjacent to Truckee:

- ☐ The Tahoe – Truckee Airport;
- ☐ The parcels immediately west of Tahoe Donner; and
- ☐ The Raleys property immediately east of Glenshire and nearby residences accessed off of Hirschdale Road.

The study area has the following external nodes:

- ☐ I-80 west of the Donner Lake Road interchange
- ☐ I-80 east of the Hirschdale Road interchange
- ☐ SR 89 north of Alder Creek Road
- ☐ SR 89 south of West River Street
- ☐ Donner Pass Road west of Wolfe Drive
- ☐ Prosser Dam Road North of Prosser Reservoir
- ☐ SR 267 south at Brockway Summit

Model Design Season, Time of Day, and Day of Week

As the existing Town policy is to analyze summer peak-hour conditions, the existing Truckee General Plan Traffic Model is based upon the summer Friday peak-hour design period. As the design period represents summer conditions, it does not include school traffic. However, the Town recognizes it will be necessary to analyze peak school conditions under special circumstances where school traffic can impact the appropriate configuration of an intersection. The need for individual traffic studies to assess specific school-related traffic issues should be determined by the Town on a case-by-case basis.

A review of count data collected the summer of 2003 indicates the following:

- ☐ Traffic data collected along Donner Pass Road (DPR) immediately west of Meadow Way (Friday, July 18, 2003 to Wednesday, September 24, 2003) indicates that of the days on which the 30 highest peak-hour volumes occurred, the most (nine) occurred on a Friday.
- ☐ Of these nine days, four of the peak hours occurred between 10:00 AM and 2:00 PM, three occurred between 2:00 PM and 4:00 PM, and two occurred between 4:00 PM and 6:00 PM.
- ☐ Summer hourly count data along SR 267 immediately north of Northstar Drive (Tuesday, July 8, 2003 to Tuesday, July 15, 2003) provided by Caltrans indicates the peak hour along SR 267 occurs on Fridays from 4:00 PM to 5:00 PM. The same is true of data collected by Caltrans for the same time period along SR 89 immediately north of Squaw Valley Road.
- ☐ The count data collected along Bridge Street across the railroad tracks from August 22, 2003 to September 22, 2003 indicates that peak-hour volumes on Fridays can occur anytime between noon and 5:00 PM.
- ☐ The peak-hour volumes along the residential streets within Truckee (Northwoods Boulevard, Glenshire Drive, Hirschdale Road, Alder Creek Road, Rainbow Avenue, Prosser Dam Road) occurred between 4:00 PM and 6:00 PM.

It can be determined from this data that the peak-hour condition occur most consistently on Fridays from 4:00 PM to 6:00 PM.

One issue is whether or not school traffic should be included as a part of the model. To answer this, traffic volumes collected along Donner Pass Road in July, August, and September were reviewed. Of the top 30 peak hours recorded along Donner Pass Road, only three (the 8th, 27th, and 28th) highest volumes) occurred during September when school was in session. Therefore, we propose to base the model on peak summer conditions only, as this would eliminate the need to analyze school traffic and would still ensure that peak conditions are analyzed.

For analysis, it is necessary to adjust the counts conducted on various days to reflect a consistent design period. It is standard engineering practice for the design period to reflect a busy but not absolute peak day, in order to ensure that any modifications are not needed on only a few days or hours per year. The model reflects the 10th-highest summer PM peak-hour volume as the design period.

Development of Summer 2003 Design Volumes

A crucial step in development of a traffic model is collecting and refining a comprehensive set of existing design volumes. This is a particularly difficult step in Truckee due to the substantial day-to-day variations in traffic activity associated with visitor traffic. Existing summer 2003 design volumes for the study were developed in the following steps:

- ☐ Intersection traffic counts were conducted at a total of 35 intersections over the course of the summer of 2003. A map showing the location of these intersections and the identification number assigned to each is presented as Figure A. The peak-hour volumes observed at each intersection are presented in Table A. This table also indicates the date and time of the count, as well as whether roadway construction was occurring on the count date that may have impacted the traffic count. Note that counts were not conducted at the Donner Pass Road / I-80 Eastern Interchange, as the ramps were under construction and not open throughout the summer. Also, counts on Hirschdale Road were delayed until ramps were opened in early September. In addition, Figure B presents peak-hour intersection turning movement diagrams for the 28 more important intersections around the community.
- ☐ The intersection counts were then adjusted to reflect the period of 10th-highest summer peak-hour conditions. This adjustment was largely made based upon road-tube counts conducted on Donner Pass Road immediately east of Meadow Way that were conducted throughout the summer. The results of these counts are presented in Table B. In addition, Figure C presents the daily traffic volume observed on each day, while Figure D presents the peak-hour two-way traffic volume observed on each day. Note that estimates were required for a portion of the summer when a failure of the road tube

equipment occurred; in these periods, estimates were made based upon relative volumes observed at other locations around Truckee.

When ordered by peak-hour volume, the 10th-highest peak-hour volume was found to occur on Friday, August 8, 2003. In this period, the total two-way traffic volume on Donner Pass Road (1,683 vehicles per hour) was 94.8 percent of the absolute peak volume of 1,776 vehicles per hour observed on Saturday, August 2.

The ratio of the 10th-highest peak-hour volume to the peak-hour volume observed on the day of the individual intersection counts was then used to factor the observed intersection count data. For instance, if DPR volume on the day of a specific intersection count was exceeded by the DPR volume on the 10th-highest day by 20 percent, the intersection volumes were increased by a factor of 1.2.

- ☐ Next, intersection volumes were adjusted to reflect the impact of short-term roadway construction, specifically the sporadic closures that occurred along "Old 267" associated with paving. Fortunately, few of the counts occurred during these periods, and most were far enough removed from the closure to not be significantly affected. For those locations close to the closure location, other intersection turning movement and roadway data were used to adjust the observed volumes.
- ☐ The intersection volumes were also adjusted to reflect the fact that the DPR / I-80 East partial interchange was not open throughout the summer. Specifically, observed intersection volumes (particularly at the SR 267/I-80 and the DPR / Central I-80 interchanges) were reviewed, and volume reassigned to the regional roadway system in accordance with the relative travel times that will be provided now that the ramps have been opened. Specifically, we assumed the following shifts would occur:
 1. 20 vehicles per hour currently turning right off the I-80 eastbound ramp at the central Donner Pass Road interchange would use the eastern interchange.
 2. Similarly, 20 vehicles per hour currently turning left onto the I-80 westbound ramp at the central Donner Pass Road interchange would use the eastern interchange.
 3. 40 vehicles per hour currently turning left out of Glenshire Drive at it's intersection with Donner Pass Road would turn right and enter I-80 at the eastern interchange.
 4. 20 vehicles per hour currently entering/exiting Pioneer Trail to/from I-80 will use the eastern interchange.

During the summer of 2004, during which time the I-80 ramps were open, additional traffic counts were conducted at the following intersections to supplement and verify the assumptions above:

- Donner Pass Road/SR 89 North
 - Donner Pass Road/I-80 Eastbound
 - Donner Pass Road/I-80 Westbound
 - Donner Pass Road/Glenshire
- ☐ Finally, the resulting intersection turning movements were balanced to ensure that roadway volumes exiting one intersection are within a reasonable range of the volumes entering an adjacent intersection, given the impacts of intervening intersections and the normal variation in traffic activity. To provide the most accurate overall estimate of traffic activity, both increases in the relatively low volume and equivalent decreases in the relatively high volume were applied.

The resulting design volumes are presented in Table C.

Transportation Network and Zonal Structure

The transportation network in a travel demand model is a simplified representation of the real world. While it is simplified, it should contain all of the transport options available for individuals in order to have useful forecasting properties. The model represents the actual network as a series of links and nodes. TransCAD's mapping database was used to code the following data:

- ☐ Link speeds (free-flow based on posted speed limits);
- ☐ Directions of travel (one- or two-way);
- ☐ Link capacity (the product of lane capacity and number of lanes); and
- ☐ Location of the end nodes

An existing link network in GIS format was obtained from the Truckee Donner Public Utility District. This network was carefully reviewed to ensure a complete network that represents the study area roadway network, and to remove minor unpaved roads not used for through traffic.

This network was then classified into the following four categories for purposes of the model:

- ☐ Interstate highways
- ☐ Other state highways (major arterials)
- ☐ Minor arterials
- ☐ Local streets

While default values were identified for each category, changes from these default values were made as part of the calibration process (as discussed below) to reflect differences in conditions, especially speeds in more congested areas or where site visits indicate speeds deviate substantially from posted speeds. However, the default values of each roadway type were as follows:

- ☐ Interstate highways
 - Capacity = 2,000 vehicles per hour per lane
 - Travel Speed = 65 miles per hour
- ☐ Other state highways (major arterials)
 - Capacity = 1,600 vehicles per hour per lane
 - Travel Speed = 55 miles per hour
- ☐ Minor arterials
 - Capacity = 1,000 vehicles per hour per lane
 - Travel Speed = 35 miles per hour
- ☐ Local streets
 - Capacity = 500 vehicles per hour per lane
 - Travel Speed = 25 miles per hour

The same TAZ structure used in the old 1995 Truckee model was used, with the following modifications:

- ☐ The TAZ located immediately east of SR 89 North was split in three to better represent how the Prosser Lakeview and planned Gray's Crossing developments will access SR 89 and Prosser Dam Road.
- ☐ The TAZ located immediately west of SR 89 North was split in two to better represent how land uses along Pioneer Trail, Comstock Way, and Alder Drive will access SR 89.
- ☐ TAZ boundaries were adjusted to avoid crossing the Town of Truckee Town limits in order to improve our ability to isolate the Town's traffic impacts from those generated by adjacent jurisdictions.
- ☐ A new TAZ was also added to represent the Raleys residential development located to the east of Glenshire.

Maps depicting the proposed TAZ boundaries and link network may be found, attached.

The TAZ structure was developed to model traffic volumes through the intersections identified below:

<u>North/South Roadway</u>	<u>East/West Roadway</u>
South Shore Drive	Donner Pass Road
I-80 West Interchange	Donner Pass Road
Northwoods Boulevard	Donner Pass Road
SR 89 South	Donner Pass Road
I-80 Central Interchange	Donner Pass Road
McIver Crossing	Donner Pass Road
Spring Street	Donner Pass Road
Bridge Street	Donner Pass Road
Church Street	Donner Pass Road
Keiser Avenue	Donner Pass Road
Glenshire Drive	Donner Pass Road
I-80 East Interchange	Donner Pass Road
Northwoods Boulevard	Northwoods Boulevard
SR 89 North	Alder Creek Road
SR 89 North	Prosser Dam Road/Alder Drive
SR 89 North	Donner Pass Road
SR 89 North	Pioneer Trail
SR 89 South	I-80 Interchange
SR 89 South	Deerfield Drive
SR 89 South	West River Street
SR 267	I-80 Interchange
SR 267	Brockway Road/Soaring Way
SR 267	Airport Road/Schaffer Mill Road
SR 267	Northstar Drive
Hirschdale Road	I-80 Interchange
Prosser Village Road	I-80 Interchange
Donner Lake Road	I-80 Interchange
Hirschdale Road	Glenshire Drive
Brockway Road	West River Street
Brockway Road	South River Street
Brockway Road	Hilltop Road
Brockway Road	Palisades Drive
Brockway Road	Martis Valley Road
McIver Crossing	West River Street
Comstock Way	Alder Drive
Comstock Way	Pioneer Trail

Bridge Street

Jibboom Street

Modal Split Analysis

Modal split (also known as mode choice) is the step in transportation modeling that estimates the portion of trips made using various modes. In general, the available modes will vary by area and level of detail in the model, but may include drive-alone auto, shared-ride auto, local bus, bicycle, and pedestrian. According to the 2000 U.S. Census data, residents of Truckee use the following modes to travel to work:

Mode	Percentage of Total to Work Travel
Drove Alone	74.5%
Carpooled	14.1%
Public Transit	0.3%
Motorcycle	0.2%
Bicycle	0.7%
Walked	2.9%
Other Means	0.4%
Worked at Home	6.8%

As the percentage of non-vehicular travel within the town is so small, including mode split in the analysis would greatly complicate the model with likely no benefit to accuracy. The model therefore considers vehicular traffic only (a vehicle-trip model) rather than all transportation modes. It is more accurate to estimate bicycle, pedestrian, and transit travel directly rather than through a mode split model.

Trip Generation

Trip ends are classified as being either a *production* (defined as either end of a home-based trip or origin of a non-home based trip) or an *attraction* (the non-home end of a home-based trip or the destination end of a non-home based trip). Separate models are typically used to predict productions and attractions. Variables used as predictors of trip productions usually include information regarding household income, auto ownership, number of workers per household, residential density, and distance of zone from the central business district. Trip attraction predictors usually include zonal employment levels, zonal floor space, and/or accessibility to the work force.

Land Use Data**Existing Residential Land Use Data**

Data provided by the Truckee Donner Public Utility District (TDPUD) was referenced in order to determine the number of single-family dwelling units contained in each TAZ. Specifically, the TDPUD provided data in GIS format regarding single-family parcels throughout Truckee. The data contains information regarding whether each single-family dwelling unit lot is vacant or has a house built on it. Therefore, each non-vacant single-family lot was counted as a single-family dwelling unit.

The data contained in the TDPUD files for multi-family units is less complete as one parcel may have several multi-family units. In addition, LSC's review of the TDPUD data found that many of the multi-family developments were not identified. Therefore, the number of multi-family dwelling units in each neighborhood was estimated as follows:

1. The parcels that were identified as multi-family parcels in the TDPUD maps were identified by Assessor Parcel Number (APN).
2. These APNs were then sent to the Town of Truckee Planning Department. The Planning Department provided information regarding the number of units built on each parcel.
3. Next, the Truckee Zoning maps were referenced to determine what parcels are zoned for multi-family residences. LSC staff drove to each parcel that was not identified in the TDPUD data as containing multi-family residences but was zoned multi-family to determine if 1) multi-family units were built, and 2) how many units were built.

Managers of the different mobile home parks were contacted to determine the number of mobile home units.

The TDPUD data also contained information regarding vacation homes. However, based upon discussion with Ian Fitzgerald (TDPUD GIS Department), a single-family dwelling unit that is rented out may have been considered a second home in the PUD database. For our purposes, we want to know the number of homes that are occupied full-time compared to those that are only used occasionally throughout the year. Therefore, to estimate the number of homes that are vacation homes versus primary homes, LSC referenced the 2000 Census data.

The 2000 Census defines a vacant housing unit as follows:

“A housing unit is vacant if no one is living in it at the time of enumeration, unless its occupants are only temporarily absent. Units temporarily occupied at the time of enumeration entirely by people who have a usual residence elsewhere are also classified as vacant.”

In addition, vacancy status is determined by the terms under which the unit may be occupied (e.g., for rent, for sale, or for seasonal use). Therefore, it was possible to estimate the percentage of homes that are seasonal homes and full-time residences (owned or rented) by 2000 Census block group and TAZ throughout the Town of Truckee. This data was analyzed at the block level for the smaller TAZs contained within the Central Truckee and Downtown areas.

The same percentages were applied to both the single-family dwelling units and multi-family dwelling units in Truckee, as the 2000 Census summary tables do not yet provide vacancy type data by single-family and multi-family residence.

Existing Non-Residential Land Use Data

Non-residential land uses were determined using the following methods:

1. The TDPUD data included a building footprint for most buildings in the Town of Truckee along with database files containing the total square footage of each building.
2. Approximately ten site visits were made by LSC staff to Truckee to identify the specific use (commercial, professional, or industrial) of all non-residential buildings identified by a TDPUD footprint, and to identify and quantify multistory buildings.
3. Unfortunately, the TDPUD building data was not 100 percent complete. Therefore, the Truckee Building Department was contacted to provide square footage for the majority of these missing buildings. However, the Town was missing such data for some of the older buildings contained in the Town. For such properties, dimensions were estimated by LSC staff via measurements in the field.
4. As many buildings in Truckee contain a mixture of commercial and professional businesses, rough estimations were made as to the percentage of the different uses within these buildings.
5. The Truckee Donner Recreation and Park District provided a list of the acreage of all parks within the Town limits.
6. Land use information for golf courses, campgrounds, hotels, and the special generators were obtained by contacting the respective property managers via telephone.

The existing land use data by TAZ is presented in Table D.

Trip Productions

For home-based trips, the production end is always at the residence location. Therefore, dwelling units or lodging facilities may create many trip productions. The other end of a home-based work trip is always an attraction. Places of employment "generate" trip attractions for home-based work trips. To restate, the production ends of home-to-work and work-to-home trips are both at the residence. The definition for home-based other trips (non-work trips with one end at home) is the same. The residential end of the trip is always the production. The other end of the trip is always the attraction. In contrast, for non-home based (NHB), internal-to-external (IE) trips, external-to-internal (EI) trips, and external-external (EE) trip productions are the origins of the trip and trip attractions are the destinations.

Land use quantities for parcels contained in Martis Valley were estimated by updating the 2001 land use data collected as a part of the Martis Valley Community Plan EIR.

In the existing Town of Truckee model, the number of residential dwelling units was used to calculate trip productions. Specifically, the number of single-family permanent homes, single-family vacation homes, multi-family permanent homes, multi-family vacation homes, and mobile homes were used. It is also possible to use variables such as population, household size, or household income to identify trip productions. One thing to keep in mind, however, is that for each variable used, projections must be made to estimate future conditions. The number of dwelling units would be fairly simple to project, as the General Plan land use designations have maximum residential density thresholds associated with their acreage. However, developing 20-year projections on population and household income would be very difficult. It was therefore determined that the model should be based upon land use quantities.

Residential Trip Generation

In the summer of 2003, LSC conducted counts isolating the Prosser Lakeview, Glenshire, and Tahoe Donner neighborhoods to determine the amount of traffic that enters and exits each neighborhood throughout a summer day and during the PM peak hour. Residential trip generation rates were then based upon this data by applying appropriate reductions to the following standard ITE rates, as described in the Trip Generation Manual:

- ☐ ITE Land Use 210: Single-Family Detached Housing -- "Single-family detached housing includes all single-family detached homes on individual lots. A typical site surveyed is a suburban subdivision."

- ☐ ITE Land Use 220: Low-Rise Apartment -- "Apartments are rental dwelling units that are located within the same building with at least three other dwelling units, for example quadraplexes and all types of apartment buildings."
- ☐ ITE Land Use 230: Residential Condominium/Townhouse -- "Residential condominium/townhouses are defined as single-family ownership that have at least one other single-family owned unit within the same building structure. Both condominiums and townhouses are included in this land use."
- ☐ ITE Land Use 260: Recreational Homes -- "Recreational homes are usually located in a resort containing local services and complete recreational facilities. These dwellings are often second homes used by the owner periodically or rented on a seasonal basis." Consistent with traffic analyses we have conducted for both the Town of Truckee and Martis Valley, this land use category will be used to represent second or vacation homes.

Residential trip rates were determined as follows:

1. Traffic data was collected at the access points of three major residential areas in Truckee (Glenshire, Prosser Lakeview, and Tahoe Donner) during the summer of 2003.
2. Next, the number of dwelling units located in each of these neighborhoods was estimated, including how many single-family and multi-family units are primary (full-time) homes and how many are vacation (part-time) homes.
3. Finally, the trip rates estimated from the count data was compared to ITE rates. The model trip rates were then derived from this comparison.

Residential Traffic Count Data

Pneumatic road tubes were used to collect hourly traffic count data entering and exiting the following neighborhoods in Truckee at the following locations and on the following dates:

Tahoe Donner

- Alder Creek Road east of Schussing Way (Tuesday 8/12/03 to Monday 8/18/03)
- Northwoods Boulevard south of Lausanne Way (Tuesday 8/12/03 to Monday 8/18/03)

Prosser Lakeview

- Rainbow Drive immediately east of SR 89 North (Monday 8/18/03 to Wednesday 8/20/03)
- East Alder Creek Road immediately east of SR 89 North (Monday 8/18/03 to Wednesday 8/20/03)

- Prosser Dam Road immediately east of SR 89 North (Monday 8/18/03 to Wednesday 8/20/03)

Glenshire

- Glenshire Drive immediately east of Highland Avenue (Wednesday 8/20/03 to Monday 9/02/03)
- Glenshire Drive immediately west of Hirschdale Road (Thursday 7/18/03 to Wednesday 9/10/03)

Please note that it was determined that the amount of traffic that uses Prosser Dam Road to access the Prosser Lakeview development is negligible as the only connection between Prosser Dam Road and the Prosser Lakeview subdivision is provided along a dirt road. The hourly traffic volumes on the day during which the highest PM peak-hour traffic volume entering and exiting each neighborhood occurred may be found attached. This data is summarized in Table E. PM peak-hour volumes at all locations occurred sometime between 4:30 PM and 6:00 PM.

Table F provides the trip generation that would result at each neighborhood using the unadjusted ITE rates identified above, as well as the number of dwelling units in each neighborhood. Note that the schools in the Glenshire area are assumed to have generated negligible traffic during these summer count periods. Table G provides a comparison of actual trip generation to the ITE trip generation. As the table indicates, the external trip generation of residences within Truckee are 11 to 46 percent lower than ITE rates. Of all areas surveyed, the PM peak-hour trip rates are 36 percent lower and daily trip rates are 29 percent lower.

The table also indicates that the Prosser Lakeview area trip rates are the closest to ITE rates. We have concluded that this is due to several factors:

- ☐ As the Prosser Lakeview neighborhood is relatively close to shopping in downtown Truckee and the Gateway shopping area, the residents of this community are less likely to link shopping and recreational trips to school and work trips than residents of the Tahoe Donner and Glenshire areas. Using the central Donner Pass Road/I-80 interchange as a reference point that represents the center of Truckee, the shortest travel time to/from the areas surveyed to/from this point would be to/from the Prosser Lakeview development and the longest travel time would be to/from the Glenshire development.
- ☐ Both the Tahoe Donner and Glenshire neighborhoods have recreational and commercial uses within the neighborhood, which means that some shopping and recreational trips are internalized, thereby reducing total external trips. Specifically, the Glenshire neighborhood contains some commercial and office uses, while the Tahoe Donner neighborhood contains a recreation center, golf course, and restaurant.

Through the model calibration process, it was determined that the following modifications were required:

- The Prosser Lakeview development figures were assumed to represent total trip rates throughout Truckee (other than Glenshire and Tahoe Donner), as the trips generated external to the Tahoe Donner area do not represent total trips because some trips remain internal¹. Therefore, residential trip rates in Truckee were found to be significantly lower than ITE rates. Specifically, the ITE rates were reduced as follows:

- The Single-Family Full-Time residential trip rate was reduced by 8 percent
- The Single-Family Vacation residential trip rate was reduced by 65 percent
- The Multi-Family Full-Time residential trip rate was reduced by 8 percent
- The Multi-Family Vacation residential trip rate was reduced by 65 percent

These reductions were found to best correlate with observed traffic generation of the three surveyed residential areas. In order to determine whether reductions should be made to full-time or vacation homes, the traffic volume entering and existing the Ponderosa Palisades/Sierra Meadows neighborhood were reviewed. As the Ponderosa Palisades/Sierra Meadows neighborhood consists of mostly full-time residences (94 percent), reducing the full-time residential trips would result in underestimating the trip generation for this neighborhood as the full-time rate reduced by 8 percent produced a good calibration. Therefore, it was concluded that the ITE rate for vacation homes should be further reduced to match the ground counts at other residential areas (Prosser Lakeview, Glenshire, and Tahoe Donner).

- Observed trip generation of the Glenshire area was found to be less than the model estimated volumes resulting from the trip generation rates discussed above. This is considered to be a result of the relatively high proportion of “trip chaining” (making multiple stops as part of a single external round-trip from the residential area) due to the relatively long travel distance from Glenshire to the rest of the community. To reflect this, trip rates for the Glenshire single-family trip rates were reduced by an additional 36 percent, which yielded traffic generation levels that calibrate with observed traffic volumes.

Table H presents the trip rates that we propose to use in the Truckee traffic model.

¹ While there is a small amount of commercial land use within Glenshire, internal trips within Glenshire can be considered to be insignificant.

Trip Attractions

In order to determine the best method for estimating trip attractions, it is important to consider what type of data will be available to make future forecasts. As this model will be used to evaluate the impacts of the build out of the Truckee General Plan, it would be most advantageous to use the same land use categories contained in the Truckee General Plan to estimate future traffic conditions². The non-residential land use categories contained in the existing Truckee General Plan are as follows:

- ☐ ***Resource Conservation/Open Space [RC/OS]***: Land uses allowed under this designation are open space uses such as forestry, ranching, mining, wildlife management, open space uses such as bikeways, trails, and access to the Truckee River and other public areas, and single family residential development, where appropriate.
- ☐ ***Open Space Recreation [OSR]***: Land uses allowed under this designation are recreational uses that are compatible with the natural surroundings, such as skiing, camping, golfing, horseback riding, and clustered residential or lodging uses.
- ☐ ***Public [PUB]***: Land uses allowed in this designation are public parks and public facilities, including recreational facilities, government offices and schools, and mining where appropriate and compatible with adjacent and affected public uses.
- ☐ ***Public, Hospital/Office [PUB (H/O)]***: Land uses allowed in this designation are hospital facilities and associated and related public and private offices, along with some residential uses.
- ☐ ***National Forest [NF]***: Land uses allowed in this designation are those of the underlying land use designation should the parcels be transferred into private ownership.
- ☐ ***Industrial [IND]***: Land uses allowed in this designation are all industrial uses, including manufacturing, processing, distributions, and storage.
- ☐ ***Commercial [C]***: This land use designation allows the full range of commercial uses, including retail, offices, hotel/motel/inn uses, services, and mixed use commercial/residential uses.

While these land use categories can be used to estimate future square footage of industrial uses, they are not as useful in estimating the trip generation associated with recreational, commercial, and office trips. Therefore, land use categories were refined to include those presented in Table

²Using data such as employment levels and accessibility to the workforce would make the formulation of future projections very difficult while providing only limited, if any, improvement to the model accuracy.

I. In addition to those identified in Table H, individual trip rates were applied to existing Camp/RV Sites and Churches. Truckee includes several specific land uses that are best considered as “special generators” that have unique trip generation characteristics. Special generators were identified as the airport, hospital, post offices, and the potential Sierra Nevada Community College satellite campus.

Trip rates for the non-residential land uses are presented in Table J.

Please note that the commercial trip rates were estimated by applying the appropriate commercial trip rate to each existing commercial land use in the Town of Truckee. The traffic generated by all general commercial and service commercial uses was then divided by the corresponding total square feet of floor area to estimate a blended ITE trip rate. Through the calibration process it was determined that the general commercial trip rate resulting from the methodology is too low. Therefore, the general commercial trip rate was increased until the trip generation of the commercial uses calibrated existing traffic count data.

The trip rates used for the Martis Valley portion of the model are consistent with those used in the Martis Valley Community Plan EIR, excepting that the residential trips rates were reduced by 20 percent to calibrate to the 10th highest summer design period.

Trip Purposes

The definitions of productions and attractions depend somewhat upon the trip type being considered. The model uses the following seven trip types:

- (1) Home-Based Work (HBW),
- (2) Home-Based Other (HBO),
- (3) Non-Home Based (NHB),
- (4) Home-Based Recreational (REC),
- (5) Internal-External Trips (IE),
- (6) External-Internal Trips (EI),
- (7) External-External Trips (EE).

The percentage of each land use trip rate that generates each trip type was estimated as summarized in Table K. These splits are based upon both LSC’s knowledge of travel patterns in the area and efforts to make productions and attractions in the model area balance.

In addition, the following assumptions were made regarding the percentage of each trip type that generates trips external to the model area:

- ☐ Of the recreational trips produced by the full-time units, 15 are to/from external areas.
- ☐ Of the recreational trips produced by vacation homes, 18 percent are to/from external areas.

- ☐ Of the recreational attractions generated by the Town of Truckee, 22 percent are to/from external areas.
- ☐ Of the home-based work productions, 47 percent are external to the model area.
- ☐ Of the home-based work attractions, 38 percent are external to the model area.
- ☐ Of the home-based other and non-home-based commercial and office productions generated by full-time units, 15 percent are to/from areas external to the model.
- ☐ Of the home-based other and non home based commercial and office productions generated by vacation units, 18 percent are to/from areas external to the model.
- ☐ Of the home-based other and non-home-based commercial attractions, 19 percent are to/from areas external to the model.
- ☐ Of the home-based other and non-home-based office attractions, 22 percent are to/from areas external to the model.

The productions and attractions generated by TAZ are shown in Table L.

Trip Distribution

Trip distribution is the process of connecting the trip ends which have been generated for each of the analysis areas or TAZs. It is during this step that the linkage is made between all the trip productions and attractions. Trip distribution is a significant element of the process because the trips between zones (trip interchanges) must eventually be accommodated by the transportation system. The distribution of trips is essential to estimating the traffic volumes on individual links and determining a level of service.

The particular trip distribution model which was used is a form of the Gravity Model. This model parallels Newton's Law of Gravitation and is based on the assumption that all trips starting from a given area are attracted to other areas in direct proportion to the number of trip attractions and in inverse proportion to the spatial separation between these areas. The spatial separation is measured in terms of the travel time (in minutes) between the two areas.

Data for trip distribution include the coded network for estimation of the travel time between TAZs, the productions and attractions by trip purpose from trip generation, and the gravity model parameters. Minimum travel time paths are computed for each of the possible origin and destination pairs. These travel times are then used to represent the spatial separation of the different origin and destination pairs.

The result of trip distribution is a trip table that indicates the number of productions for each analysis zone that is attracted by each zone. Friction factors are used to adjust the gravity model to account for trip lengths of certain types of trips. TransCAD allows the use of the following four gravity models:

- ☐ friction factor
- ☐ exponential and inverse power function

- ☐ gamma (combined)
- ☐ K factor

Although the gamma model was used in the old 1995 model, the friction factor method was used for this model, as it provided for better calibration of the friction factors by trip type. The friction factor method uses a friction factor lookup table to estimate friction factors for trips of different types and travel times. The model calibration process was started using the friction factors presented in NCHRP Report 365: Travel Estimation Techniques for Urban Planning (TRB, 1998) and were adjusted as part of the model calibration process. In particular, the friction factors for recreational trips were adjusted to reflect the relatively high proportion of recreational trips remaining within planned residential/ recreational developments (such as Tahoe Donner or Northstar). The final friction factors used in the model are shown in Table M.

Conversion of Productions and Attractions to Origins and Destinations

As productions and attractions are not the same as origins and destinations, the results of trip distribution (a production/attraction matrix) must be converted to origins and destinations. This is done by estimating the percent of each trip production and attraction that departs and returns during the peak hour. General assumptions used in this conversion are as follows:

- 95 percent of the home-based work trip productions return during the peak hour, while 5 percent depart.
- 40 percent of the home-based other trip productions return during the peak hour, while 60 percent depart.
- 100 percent of the non-home-based trip productions depart during the peak hour (please note that a non-home-based production is defined as the trip origin).
- 85 percent of the recreational trip productions return during the peak hour, while 15 percent depart.

External Trips

External-external trips were estimated based upon the findings contained in the memorandum from Gordon Shaw of LSC to Tom Brinkman (Placer County Department of Public Works) and Dan Wilkins (Town of Truckee Department of Public Works) titled "Placer/Truckee Joint Traffic Impact Fee Study – Existing Traffic Patterns" (September 17, 2002). In addition, the existing design peak-hour volumes for external points and specific traffic movements with high proportions of external trips (such as I-80 ramps) were used to adjust the external-external estimates. The results of the external analysis used in the model are shown in Table N.

Trip Assignment

Trip assignment models are used to estimate traffic flow on the network, using the origin-destination pairs generated in trip distribution. The assignment of trips to the network relies on the determination of routes through the network based on the impedance or travel time of each link.

Various assignment procedures exist depending on the type of estimate desired. TransCAD provides six options for trip assignment as follows:

☐ All or Nothing	☐ User Equilibrium
☐ Capacity Restraint	☐ Stochastic User Equilibrium
☐ Incremental	☐ System Optimum

The Stochastic User-Equilibrium method, which uses an iterative process to achieve a solution based upon travel time and capacity, was used in the model. The solution reached is an assignment in which no travelers can improve their travel times by shifting routes or a state of “user-equilibrium.” In each iteration, network link flows are computed, which incorporate link capacity restraint effects and flow-dependent travel times. Stochastic user-equilibrium assumes travelers do not have perfect information concerning network attributes and/or they perceive travel costs in different ways.

The traffic assignment procedure uses the following link performance function to update travel times based upon the volume assigned to each roadway:

$$t = t_f \left[1 + a \left(\frac{v}{c} \right)^B \right]$$

where: T = Congested link travel time
 T_f = Link free-flow travel time
 v = Link volume
 c = Link capacity
 a, B = Calibration parameters

The values for a and B recommended by NCHRP Report 365: Travel Estimation Techniques for Urban Planning for small urban areas ($a = 0.84$ and $B = 5.5$) were used in the model.

The model is designed to stop iterating once adequate equilibrium is reached (which is after two iterations under existing conditions). As roadways become more congested in the future, more iterations will be needed. As roadways begin to approach capacity, the travel time along those

roadways is recalculated in the traffic assignment procedure. The newly-calculated travel times are then used to assign another portion of the traffic.

The following additional adjustments were made to the model network:

- ☐ A 1/2-minute delay was added to all on/off I-80 ramps as in general drivers in rural areas avoid using a freeway unless it provides a travel time benefit.
- ☐ Turn-movement penalties were added to the following movements:
 - The northbound left turn from Martis Valley Road (6 seconds) – *To be removed in future model as a roundabout will be built at intersection.*
 - The eastbound left out of and northbound left into the Crossroads Center located south of Deerfield Drive as left-turns are prohibited (20 minutes).
 - The southbound left-turn out of the Gateway shopping plaza. (60 seconds).
 - The northbound movements at the SR 89 South/Donner Pass Road intersection (NBL = 15 seconds, NBT = 15 seconds, NBR = 6 seconds) – *To be removed in future model as a roundabout will be built at intersection.*
 - Westbound left-turn and through at the Bridge Street/Donner Pass Road intersection (EBL = 36 seconds, EBR= 24 seconds) – *To be removed in future model as a roundabout or signal will be built at intersection.*
 - The left-turn out of High Street onto Donner Pass Road (36 seconds).
 - The eastbound left turn at the eastern Donner Pass Road/I-80 interchange (21 seconds).
 - The northbound left-turn at the Glenshire Drive/Donner Pass Road intersection (60 seconds).
- ☐ A five-second delay was added to Bridge Street between Donner Pass Road and West River Street to reflect the fact that some drivers avoid this roadway segment to avoid possible delays due to a train traveling though the at-grade intersection.
- ☐ A one minute delay was added to I-80 westbound between the eastern Donner Pass Road and SR 89 South interchanges to represent the agricultural check station.

Model Calibration Process

The first steps in the calibration process is to conduct both screenline analyses and a point validation analysis. Screenline analysis is one way to compare the results of trip assignment with the traffic counts on roads, and to calibrate overall traffic generation rates and gravity model parameters. More precisely, it is a process of comparing the directional sum of ground count traffic volumes across a screenline or a cordon line with the directional sum of the assigned traffic volumes across the same screenline or cordon line. Screenline analysis is a useful tool for the calibration of trip assignment models, and it can also be used for the more general purpose of calculating flows that cross a screenline.

A screenline is an imaginary line on a map, composed of one or more straight line segments. A screenline can run across a number of network links. When two ends of a screenline meet, it is called a “cordon line”, as it cordons off a specific sub-area. In screenline analysis, all the links crossed by each screenline form a group for which the total directional ground traffic counts and the total directional assigned volumes are calculated. The ratio between the two sums is then used as an indicator for the accuracy of the assignment results at the screenline location. The average of the ratios over all the screenlines can be used as a measure of the overall accuracy of the trip assignment. The screenlines used in the calibration process are shown in Figure E and the results of the screenline analysis are summarized in Table O. As the table indicates, all two-way screenlines are within 19 percent of the ground counts, although most are within 10 percent. In general, the greater percent variation occurs on lower-volume screenlines, thereby indicating a small peak-hour volume difference.

Point validation represents a higher standard for calibration than is typically used. Not only are overall flows of traffic volumes compared, but also site-specific volumes. A calibrated model should provide results which are reasonably close for major links in the street network. Table P shows the two-way volume error range used in calibrating the network. For low-volume links, a larger error range is acceptable because of the lack of congestion. A difference of 100 percent for volumes less than 100 vehicles per hour has little effect on congestion because less roadway capacity is being used. For higher volume roadways, the percentage error must be much smaller. These criteria are much more stringent than those suggested in Highway Traffic Data for Urbanized Area Project Planning and Design (N.J. Pederson and D.R. Samdahl, 1982). There are no similar published data for rural or resort areas.

Challenges Associated with the Model Calibration Process

The following are some of the challenges encountered during the development of the model:

- ☐ Calibration counts were conducted the first full year the bypass was open. However, typically in resort areas it takes several years for traffic volumes to adjust to a new network as a large portion of the drivers on the roadway are unfamiliar with the area and may only visit the area once or twice a year. Therefore, it is possible that in a year or two, more vehicles will use the bypass than reflected in 2003 counts.
- ☐ Developing a set of design volumes to use in the calibration of the model was difficult as construction on I-80, Brockway Road, and Donner Pass Road occurred throughout the summer and impacted all counts. In addition, as the eastern Donner Pass Road /I-80 ramps were closed for the entire summer no counts could be conducted until 2004. The 2003 traffic volumes at these ramps are based upon 2004 counts.
- ☐ Modeling a urban area through which a freeway travels can be difficult because it greatly increases the number of route choices available to drivers. The fact that Truckee contains seven I-80 interchanges adds to this difficulty.

- ☐ Because of the wide variation in traffic activity in a resort areas such as Truckee associated with visitor traffic the development of calibration counts must rely more on estimating design day volumes than in an area which has a more typical commute.
- ☐ Impact of construction traffic for new subdivisions such as Lahontan.
- ☐ While the number of TAZs used in the model was relatively high for the size of the study area, there were still specific links accessing residential neighborhoods that the TAZ system was not intended to accurately model.

Model Calibration Results

Iterative adjustments were made to the network model until the modeled link volumes were within the acceptable error ranges for observed volumes on key links within the network. Model parameters which establish the base-year model will be used in modeling the future growth projections and will be used to evaluate alternate transportation network improvements.

Observed volumes from traffic counts and calculated volumes are shown in an attached plot. A comparison of point volumes to the desired error level for specific links is provided in Figure F. A red line indicates that the model-generated volume on a specific link exceeds the error range suggested in Table P. The areas in which the model is not calibrating within the target error range can be explained as follows:

Schaffer Mill Road East of SR 267 - The traffic volume generated by the model is too low. The relatively high design traffic volume is likely generated by homebuilding contractors, as the actual counts were conducted in the summer of 2003 when development of the Lahontan area was very active.

Brockway Road West of Palisades Drive - Traffic volumes generated by the model are approximately 289 vehicles per hour higher than those contained in the ground counts. However, as the model has generated traffic volumes to the east and west of this link that fall within the acceptable range, it has been determined that this discrepancy is due to day-to-day variation in traffic counts, and can be eliminated in post processing procedures.

SR 89 North Between I-80 and Donner Pass Road - The fact that the model is generating more trips to this roadway and less to Donner Pass Road than the actual ground counts indicates that the model is forecasting greater use of the SR 267 bypass than was occurring at the time of our counts. However, it is reasonable to assume that the number of vehicles that travel this section of roadway will increase as people become more familiar with the new roadway. Moreover, the existing calibration counts in this area are actually an estimate, as ramp closures impacted the traffic patterns during the period available for the traffic counts. Therefore, the model-generated traffic volumes along this section of roadway have been determined to be reasonable.

Meadow Way North of Donner Pass Road - In the model, this roadway link represents not only Meadow Way but also several access drives along Donner Pass Road. Therefore, the traffic volume along this roadway generated by the model overestimates actual traffic volumes. This discrepancy can be eliminated in post processing procedures.

Pine Avenue South of Donner Pass Road - Like Donner Trail, this roadway link represents not only Pine Avenue but also several access drives along Donner Pass Road. Therefore, the traffic volume along this roadway generated by the model overestimates actual traffic volumes. This discrepancy can be eliminated in post processing procedures.

Eastern Donner Pass Road Interchange - The percent error at this ramp exceed the suggested error ranges. However, the suggested error range for this link is 50 percent and the model generated traffic volumes that are 53 percent less than the ground count. Therefore, the percent error at this ramp exceeds the suggested error range by only 3 percent. Therefore, it has been determined that these discrepancies can be eliminated in post processing procedures.

Please note that although the traffic volumes on I-80 at the external points of the model closely match existing I-80 counts (within 15 percent) , the model has not been calibrated for I-80 links through Truckee as the volumes that occur on I-80 vary greatly by day and season and are mostly dependent on factors occurring outside of the study area.

Comparison of Model Calibration to Caltrans Standards

LSC also checked the model-generated traffic volumes to the standards established in *Travel Forecasting Guidelines* (California Department of Transportation, November 1992). These standards and the Truckee Traffic Model's consistency with these standards are summarized as follows:

- *A minimum of 75 percent of the screenlines should be within their maximum desirable deviation, which ranges from 5 to 60 percent depending on total volume.* All screenlines analyzed for the Truckee traffic model are within their desired range.
- *A minimum of 75 percent of the roadway links should be within their maximum desirable deviation, which ranges from approximately 5 to 60 percent depending on total volume.* As the Caltrans standards are meant to be applied to models which generally do not contain local roads, such as the Truckee traffic model does, the maximum percent desirable deviation identified in Table P was assumed to be more appropriate than those identified in the Caltrans model. Using these percent deviations, the model results indicate that 95 percent of the link volumes are within the acceptable error ranges, substantially exceeding Caltrans 75 percent standard.

- *The model-wide correlation coefficient should be greater than 0.88.* The Truckee traffic model results indicate a correlation coefficient of 0.96, substantially exceeding Caltrans' standard.
- *The maximum acceptable Root Mean Square Error (RMSE) should not exceed 40 percent.* The Truckee traffic model results in a RSME equal to 17 percent, substantially exceeding Caltrans's 40 percent standard.

CONCLUSIONS

The calibrated TransCAD model for the base-year (2003) Town of Truckee and Martis Valley network consisted of 140 traffic analysis zones and 8 external zones (gateways to study area). The model has been fit to represent the existing traffic conditions in Truckee and Martis Valley area. Acceptable error ranges were established and the model was adjusted until modeled volumes were within the acceptable ranges.

The next step is to use future land use projections to estimate future traffic volumes. The future conditions will be used to evaluate the existing General Plan alternatives, as well as assist the Town of Truckee in establishing a traffic fee program, and as a basis for future traffic projections for various development and roadway traffic analyses.

TABLE A: Summary of Truckee 2003 Summer PM Peak-Hour Turning-Movement Count Data

Intersection							Intersection Turning Movement Volume												Approach Volume										
							Northbound			Southbound			Eastbound			Westbound			North App		South App		East App		West App				
North-South Roadway		East-West Roadway		Date of Count	Day of Week	10th Highest Factor	Hour Beginning	Construction Closures	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	In	Out	In	Out	In	Out	In	Out	Total
1	South Shore Dr	Donner Pass Rd	7/17/03	Thursday	1.02372	04:45 PM	Bridge S of RR		8	0	105	0	0	0	1	51	12	106	41	0	0	1	113	118	147	156	64	49	324
2	Donner Lake Rd	I-80 Eastbound	7/15/03	Tuesday	1.07609	03:45 PM			--	12	10	2	14	--	5	1	16	--	--	--	16	17	22	30	0	13	22	0	60
3	I-80 Eastbound (West Interchange)	Donner Pass Rd	7/16/03	Wednesday	1.08721	04:45 PM			23	37	42	52	23	5	131	178	22	56	296	101	80	269	102	101	453	272	331	324	966
4	I-80 Westbound (West Interchange)	Donner Pass Rd	7/16/03	Wednesday	1.08721	04:45 PM			121	0	85	0	0	0	0	264	6	0	326	105	0	105	206	6	431	349	270	447	907
5	Northwoods Blvd	Donner Pass Rd	7/16/03	Wednesday	1.34000	05:15 PM			1	1	5	300	0	129	117	305	0	3	344	335	429	453	7	3	682	610	422	474	1,540
6	Donner Trail	Donner Pass Rd	7/22/03	Tuesday	1.07609	04:00 PM			0	0	0	35	0	13	10	643	1	0	715	37	48	47	0	1	752	678	654	728	1,454
7	Meadow Way	Donner Pass Rd	7/23/03	Wednesday	1.08721	04:30 PM			30	5	37	41	7	92	36	540	28	37	672	36	140	77	72	72	745	618	604	794	1,561
8	SR 89 South	Donner Pass Rd	8/20/03	Wednesday	1.16819	04:30 PM			332	59	150	63	148	67	83	319	374	224	445	81	278	223	541	746	750	532	776	844	2,345
9	Pine Ave	Donner Pass Rd	7/24/03	Thursday	1.02372	04:15 PM		Bridge at RR	31	0	25	26	2	46	23	450	20	18	701	24	74	47	56	40	743	501	493	778	1,366
10	SR 89 South	I-80 Westbound	8/19/03	Tuesday	1.22285	04:00 PM			174	496	--	--	614	12	--	--	--	133	4	122	626	618	670	747	259	0	0	190	1,555
11	SR 89 South	I-80 Eastbound	8/21/03	Thursday	1.10877	04:00 PM		--	624	232	202	641	--	18	0	206	--	--	--	843	642	856	847	0	434	224	0	1,923	
12	SR 89 South	W. River St	8/22/03	Friday	1.02256	04:00 PM		--	471	132	254	487	--	--	--	--	102	--	191	741	662	603	589	293	386	0	0	1,637	
13	I-80 Westbound (Central Interchange)	Donner Pass Rd	8/27/03	Wednesday	1.28626	04:00 PM	Bridge at RR	--	--	--	38	1	146	--	642	12	56	506	--	185	0	0	69	562	680	654	652	1,401	
14	I-80 Eastbound (Central Interchange)	Donner Pass Rd	9/2/03	Tuesday	1.04082	04:15 PM		9	1	117	4	--	25	6	643	--	--	638	4	29	11	127	0	642	764	649	672	1,447	
15	Mclver Crossing	Donner Pass Rd	8/28/03	Thursday	1.21780	04:15 PM		136	0	93	0	0	0	0	563	155	79	640	0	0	0	229	234	719	656	718	776	1,666	
16	Spring St	Donner Pass Rd	9/4/03	Thursday	1.08651	04:45 PM		3	2	0	14	0	153	219	536	0	0	353	26	167	247	5	0	379	550	755	509	1,306	
17	Bridge St	Donner Pass Rd	9/4/03	Thursday	1.08651	05:00 PM		142	80	182	10	68	64	50	326	183	102	160	4	142	134	404	353	266	518	559	366	1,371	
18	Bridge St	E. River St / W. River St.	9/2/03	Tuesday	1.04082	04:15 PM		273	308	11	21	315	67	90	19	418	17	12	33	403	431	592	750	62	51	527	352	1,584	
19	Palisades Dr	Brockway Rd	8/27/03	Wednesday	1.28626	05:00 PM		133	0	84	0	0	0	0	381	179	82	304	0	0	0	217	261	386	465	560	437	1,163	
20	Martis Valley Rd	Brockway Rd	8/26/03	Tuesday	1.20383	04:00 PM		80	2	67	1	0	4	5	240	112	113	230	1	5	8	149	225	344	308	357	314	855	
21	SR 267	Brockway Rd/Soaring Way	8/19/03	Tuesday	1.22285	04:30 PM		266	438	2	9	253	106	90	12	244	10	11	23	368	551	706	507	44	23	346	383	1,464	
22	SR 267	Airport Rd/Schaffer Mill Rd	8/12/03	Tuesday	1.07816	04:00 PM		10	348	25	62	328	25	81	6	27	33	5	100	415	529	383	388	138	93	114	40	1,050	
23	SR 89	Alder Dr/Prosser Dam Rd	7/9/03	Wednesday	1.08721	05:45 PM		65	390	38	4	288	11	5	2	45	17	2	3	303	398	493	350	22	44	52	78	870	
24	SR 89 North / SR 267	Donner Pass Rd	7/10/03	Thursday	1.02372	04:00 PM		113	204	--	--	235	150	258	--	188	--	--	--	385	462	317	423	0	0	446	263	1,148	
25	SR 267	I-80 Westbound	7/11/03	Friday	0.98652	04:00 PM		233	280	--	--	243	166	--	--	--	136	8	121	409	401	513	379	265	0	0	407	1,187	
26	SR 267	I-80 Eastbound	7/15/03	Tuesday	1.07609	05:30 PM		--	324	176	151	190	--	260	0	149	--	--	--	341	584	500	339	0	327	409	0	1,250	
27	I-80 Westbound Ramps	Hirschdale Road	10/2/03	Wednesday	1.17211	04:30 PM		10	0	93	0	0	0	0	15	13	43	16	0	0	0	103	56	59	108	28	26	190	
28	Hirschdale Road	I-80 Eastbound Ramps	10/1/03	Thursday	1.02500	05:00 PM		234	53	0	0	83	13	22	0	15	0	0	0	96	75	287	98	0	0	37	247	420	
29	Glenshire Dr	Donner Pass Rd	8/20/03	Wednesday	1.16819	04:45 PM		170	--	61	--	--	--	--	267	354	129	154	--	0	0	231	483	283	328	621	324	1,135	
30	Donner Pass Rd	Pioneer Trail	7/16/03	Wednesday	1.08721	04:45 PM		60	347	--	--	277	74	68	--	65	--	--	--	351	415	407	342	0	0	133	134	891	
31	SR 89 North	Rainbow Dr	7/10/03	Thursday	1.02372	05:15 AM		2	252	119	22	202	0	0	0	0	86	2	12	224	264	373	288	100	141	0	4	697	
32	SR 89	Alder Creek Rd	7/18/03	Friday	0.98652	04:30 PM		100	289	48	2	135	10	13	14	60	17	5	9	147	311	437	212	31	64	87	115	702	
33	Northwoods Blvd	Northwoods Blvd	7/11/03	Friday	1.22387	04:30 PM		196	277	0	0	244	28	38	0	160	0	0	0	272	315	473	404	0	0	198	224	943	
34	SR 89 South	Deerfield Dr	8/28/03	Thursday	1.21780	04:15 PM		179	500	4	0	500	270	298	0	55	0	0	0	770	798	683	555	0	4	353	449	1,806	
35	Reynolds Way	Brockway Rd	8/27/03	Wednesday	1.28626	04:15 PM	Bridge at RR	0	0	0	20	0	16	10	359	0	0	371	12	36	22	0	0	383	379	369	387	788	

**Table B: Summary Road Tube Counts- Donner Pass Rd
(Immediately West of Meadow Way)**

Peak Hour Volumes					
Day	Peak Hour	WB	EB	Total	Daily Total
Friday	07/18/03 04:00 PM	909	797	1,706	20,333
Saturday	07/19/03 11:00 AM	789	828	1,617	19,885
Sunday	07/20/03 12:00 PM	863	727	1,590	17,068
Monday	07/21/03 12:15 PM	794	707	1,501	18,092
Tuesday	07/22/03 03:45 PM	783	781	1,564	17,781
Wednesday	07/23/03 12:15 PM	814	734	1,548	17,506
Thursday	07/24/03 12:30 PM	864	780	1,644	18,773
Friday	07/25/03 12:00 PM	855	838	1,693	20,863
Saturday	07/26/03 12:30 PM	890	837	1,727	20,299
Sunday	07/27/03 12:30 PM	817	751	1,568	17,402
Monday	07/28/03 04:45 PM	851	668	1,519	18,451
Tuesday	07/29/03 12:00 PM	833	748	1,581	18,126
Wednesday	07/30/03 03:30 PM	789	667	1,456	18,056
Thursday	07/31/03 03:30 PM	835	820	1,655	18,253
Friday	08/01/03 03:45 PM	867	792	1,659	19,779
Saturday	08/02/03 12:45 PM	920	856	1,776	18,435
Sunday	08/03/03 12:00 PM	792	739	1,531	16,446
Monday	08/04/03 05:00 PM	912	727	1,639	19,039
Tuesday	08/05/03 12:00 PM	764	762	1,526	19,090
Wednesday	08/06/03 12:00 PM	861	673	1,533	19,017
Thursday	08/07/03 05:00 PM	927	774	1,701	19,618
Friday	08/08/03 11:30 AM	827	856	1,683	21,028
Saturday	08/09/03 11:30 AM	835	869	1,704	20,648
Sunday	08/10/03 12:00 PM	885	749	1,634	17,913
Monday	08/11/03 11:45 AM	825	755	1,580	18,936
Tuesday	08/12/03 04:45 PM	862	699	1,561	16,087
Wednesday	08/13/03 12:00 PM	815	702	1,517	14,756
Thursday	08/14/03 05:30 PM	838	700	1,538	17,737
Friday	08/15/03 04:45 PM	853	759	1,612	20,140
Saturday	08/16/03 12:45 PM	786	721	1,507	18,266
Sunday	08/17/03 11:30 AM	771	612	1,383	15,163
Monday	08/18/03 06:00 PM	627	624	1,251	14,993
Tuesday	08/19/03 04:45 PM	760	616	1,376	14,183
Wednesday	08/20/03 12:00 PM	774	667	1,441	14,014
Thursday	08/21/03 12:30 PM	827	691	1,518	17,502
Friday	08/22/03 10:00 AM	849	797	1,646	20,039
Saturday	08/23/03 12:00 PM	785	759	1,544	18,658
Sunday	08/24/03 09:15 AM	703	680	1,383	14,719
Monday	08/25/03 08:00 AM	579	695	1,273	15,801
Tuesday	08/26/03 10:45 AM	710	688	1,398	16,208
Wednesday	08/27/03 08:30 AM	692	616	1,308	14,587
Thursday	08/28/03 04:30 PM	724	658	1,382	15,760
Friday	08/29/03 12:00 PM	800	817	1,617	19,214
Saturday	08/30/03 11:00 AM	703	982	1,685	18,561
Sunday	08/31/03 12:00 PM	829	901	1,730	17,502
Monday	09/01/03 11:45 AM	713	641	1,354	15,034
Tuesday	09/02/03 02:30 PM	813	804	1,617	18,299
Wednesday	09/03/03 02:15 PM	763	650	1,413	16,439
Thursday	09/04/03 04:30 PM	784	765	1,549	16,754
Friday	09/05/03 04:30 PM	770	769	1,539	18,591
Saturday	09/06/03 12:15 PM	765	692	1,457	15,704
Sunday	09/07/03 12:00 PM	650	641	1,291	12,215
Monday	09/08/03 12:15 PM	754	757	1,511	16,388
Tuesday	09/09/03 12:15 PM	732	705	1,437	16,628
Wednesday	09/10/03 04:45 PM	749	697	1,446	15,951
Thursday	09/11/03 04:45 PM	743	776	1,519	17,008
Friday	09/12/03 02:45 PM	785	768	1,553	18,305
Saturday	09/13/03 11:15 AM	639	693	1,332	15,183
Sunday	09/14/03 12:00 PM	568	599	1,167	12,497
Monday	09/15/03 12:15 PM	726	703	1,429	16,257
Tuesday	09/16/03 04:45 PM	778	722	1,500	16,908
Wednesday	09/17/03 04:45 PM	743	687	1,430	16,086
Thursday	09/18/03 04:30 PM	757	739	1,496	17,311
Friday	09/19/03 03:00 PM	741	949	1,690	18,400
Saturday	09/20/03 12:00 PM	772	774	1,546	16,635
Sunday	09/21/03 12:00 PM	640	647	1,287	12,829
Monday	09/22/03 12:15 PM	714	761	1,475	15,829
Tuesday	09/23/03 03:15 PM	619	704	1,323	15,844
Wednesday	09/24/03 04:30 PM	753	796	1,549	16,626

Shading indicates estimates based on trend data for other roadway counts in Truckee on these specific days, due to road tube counter failure on Donner Pass Road.

TABLE C: Truckee 2003 Summer PM Peak-Hour Design Turning Movement Volumes

Intersection		Intersection Turning Movement Volume												Approach Volume								Total
		Northbound			Southbound			Eastbound			Westbound			North App		South App		East App		West App		
		LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	In	Out	In	Out	In	Out	In	Out	
# North-South Roadway	East-West Roadway																					
1 South Shore Dr	Donner Pass Rd	8	0	107	0	0	0	1	52	12	109	42	0	0	1	115	121	151	159	65	50	331
2 Donner Lake Rd	I-80 Eastbound	0	13	11	2	15	0	5	1	17	0	0	0	17	18	24	32	0	14	23	0	64
3 I-80 Eastbound (West Interchange)	Donner Pass Rd	25	40	46	57	25	5	142	194	24	61	322	110	87	292	111	110	493	297	360	352	1,051
4 I-80 Westbound (West Interchange)	Donner Pass Rd	132	0	92	0	0	0	0	287	7	0	354	114	0	114	224	7	468	379	294	486	986
5 Northwoods Blvd	Donner Pass Rd	1	1	5	326	0	140	127	332	0	3	374	364	466	492	7	3	741	663	459	515	1,673
6 Donner Trail	Donner Pass Rd	0	0	0	38	0	14	11	692	1	0	769	40	52	51	0	1	809	730	704	783	1,565
7 Meadow Way	Donner Pass Rd	33	5	40	45	8	100	39	677	30	40	731	39	153	83	78	78	810	762	746	864	1,787
8 SR 89 South	Donner Pass Rd	388	69	175	74	173	78	97	373	437	262	520	95	325	261	632	872	877	622	907	986	2,741
9 Pine Ave	Donner Pass Rd	32	0	26	27	2	47	24	561	20	18	768	25	76	49	58	40	811	614	605	847	1,550
10 SR 89 South	I-80 Westbound	213	607	0	0	751	15	0	0	0	163	5	149	766	756	820	914	317	0	0	233	1,903
11 SR 89 South	I-80 Eastbound	0	692	257	224	711	0	20	0	228	0	0	0	935	712	949	939	0	481	248	0	2,132
12 SR 89 South	W. River St	0	482	135	260	498	0	0	0	0	104	0	195	758	677	617	602	299	395	0	0	1,674
13 I-80 Westbound (Central Interchange)	Donner Pass Rd	0	0	0	49	1	188	0	676	15	52	601	0	238	0	0	68	653	725	691	789	1,582
14 I-80 Eastbound (Central Interchange)	Donner Pass Rd	9	1	102	4	0	26	6	699	0	0	609	4	30	11	112	0	613	805	705	644	1,460
15 Mclver Crossing	Donner Pass Rd	166	0	113	0	0	0	0	446	189	96	539	0	0	0	279	285	635	559	635	705	1,549
16 Spring St	Donner Pass Rd	3	2	0	15	0	166	238	542	0	0	344	28	181	268	5	0	372	557	780	513	1,338
17 Bridge St	Donner Pass Rd	214	91	185	18	86	62	53	207	208	139	118	5	166	149	490	433	262	410	468	394	1,386
18 Bridge St	E. River St / W. River St.	284	362	11	22	341	70	94	20	335	18	12	34	433	490	657	694	64	53	449	366	1,603
19 Palisades Dr	Brockway Rd	171	0	108	0	0	0	0	404	230	105	415	0	0	0	279	335	520	512	634	586	1,433
20 Martis Valley Rd	Brockway Rd	96	2	81	1	0	5	6	341	135	136	265	1	6	9	179	271	402	423	482	366	1,069
21 SR 267	Brockway Rd/Soaring Way	259	427	2	11	309	130	109	15	298	12	13	28	450	564	688	619	53	28	422	402	1,613
22 SR 267	Airport Rd/Schaffer Mill Rd	11	493	27	67	525	27	87	6	29	36	5	108	619	688	531	590	149	100	122	43	1,421
23 SR 89	Alder Dr/Prosser Dam Rd	71	372	41	4	435	12	5	2	49	18	2	3	451	380	484	502	23	47	56	85	1,014
24 SR 89 North / SR 267	Donner Pass Rd	76	223	0	0	278	194	284	0	109	0	0	0	472	507	299	387	0	0	393	270	1,164
25 SR 267	I-80 Westbound	319	213	0	0	243	144	0	0	0	154	8	86	387	299	532	397	248	0	0	471	1,167
26 SR 267	I-80 Eastbound	0	360	204	151	246	0	172	0	204	0	0	0	397	532	564	450	0	355	376	0	1,337
27 I-80 Westbound Ramps	Hirschdale Road	12	0	109	0	0	0	0	18	15	50	19	0	0	0	121	65	69	127	33	31	223
28 Hirschdale Road	I-80 Eastbound Ramps	240	46	0	0	114	13	23	0	15	0	0	0	127	69	286	129	0	0	38	253	451
29 Glenshire Dr	Donner Pass Rd	159	0	111	0	0	0	0	319	374	151	162	0	0	0	270	525	313	430	693	321	1,276
30 Donner Pass Rd	Pioneer Trail	85	319	0	0	212	60	54	0	91	0	0	0	272	373	404	303	0	0	145	145	821
31 SR 89 North	Rainbow Dr	2	269	125	23	361	0	0	0	0	90	2	13	384	282	396	451	105	148	0	4	885
32 SR 89	Alder Creek Rd	100	142	66	3	301	10	13	14	60	23	7	12	314	167	308	384	42	83	87	117	751
33 Northwoods Blvd	Northwoods Blvd	240	339	0	0	299	34	47	0	196	0	0	0	333	386	579	495	0	0	243	274	1,155
34 SR 89 South	Deerfield Dr	218	609	5	0	609	329	363	0	67	0	0	0	938	972	832	676	0	5	430	547	2,200
35 Reynolds Way	Brockway Rd	0	0	0	26	0	21	13	456	0	0	351	15	47	28	0	0	366	482	469	372	882
36 Donner Pass Rd	I-80 WB On Ramp (East)	70	404	0	0	181	122	0	0	0	0	0	0	303	404	474	181	0	0	0	192	777
37 Donner Pass Rd	I-80 EB Off Ramp (East)	0	434	0	0	181	0	99	0	138	0	0	0	181	533	434	319	0	0	237	0	852
38 SR 267	Northstar Drive	46	385	0	0	512	78	146	0	62	0	0	0	590	531	431	574	0	0	208	124	1,229
Truckee General Plan \ R1-Truckee Summer 03 Intx Count Summary and Design Volumes(current).wb3 \ Design INTX Volumes																						

Table D: Existing Truckee Land Uses (Page 1 of 2)

TAZ #	SFDU Full Time	SFDU Part Time	MFDU Full Time	MFDU Part Time	Glenshire SFDU Full-Time	Mobile Homes	MV SFDU	MV MFDU	MV Pond Pal SFDU	Lodging (rooms)	Highway Commercial (1,000 sf floor area)	Commercial (1,000 sf floor area)	General Office (1,000 sf floor area)	Medical/ Dental Office (1,000 sf floor area)	Government Office (1,000 sf floor area)	Light Industrial (1,000 sf floor area)	Warehousing (1,000 sf floor area)	Golf Course (holes)	Public Park (acres)	Camp/ RV Park (sites)	Church (1,000 sf floor area)	Martis Valley Commercial (1,000 sf floor area)	Martis Valley Office (1,000 sf floor area)	Martis Valley Golf Courses (Effective Holes)	Special Generators	Notes
1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
2	16	12	1	1	0	0	0	0	0	0	0.0	5.6	3.8	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
3	93	158	17	29	0	0	0	0	0	0	0.0	0.7	16.7	0.0	0.0	4.6	0.0	0	3.1	0	0.0	0.0	0.0	0	0	
4	204	348	9	14	0	0	0	0	0	0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0	11.5	0	0.0	0.0	0.0	0	0	
5	46	77	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
6	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	262.0	150	0.0	0.0	0.0	0	0	
7	76	130	26	44	0	0	0	0	0	100	0.0	17.4	3.4	0.0	3.6	0.0	0.0	0	0.0	10	0.0	0.0	0.0	0	0	
8	1	1	0	0	0	0	0	0	0	90	4.3	6.1	6.6	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
9	0	0	0	0	0	0	0	0	0	0	7.0	38.7	20.2	1.8	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
10	114	86	3	2	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
11	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
12	26	7	22	6	0	0	0	0	0	40	14.3	2.8	0.0	0.0	0.0	0.0	0.0	0	0.0	0	3.7	0.0	0.0	0	0	
13	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.3	0	0.0	0.0	0.0	0	0	
14	0	0	5	0	0	45	0	0	0	10	0.0	5.4	2.4	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
15	126	10	56	4	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	6.1	0	0.0	0.0	0.0	0	0	
16	0	0	0	0	0	0	0	0	0	0	0.0	57.4	6.2	2.4	34.4	34.4	0.0	0	0.0	0	2.4	0.0	0.0	0	0	
17	0	0	0	0	0	0	0	0	0	0	2.9	50.5	0.0	0.0	0.0	18.6	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
18	0	0	3	2	0	0	0	0	0	0	0.0	132.5	0.0	0.0	0.0	3.1	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
19	1	1	0	0	0	0	0	0	0	0	0.0	2.5	4.9	42.6	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
20	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
21	0	0	0	0	0	0	0	0	0	0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
22	0	0	0	0	0	0	0	0	0	0	0.0	48.0	11.8	27.4	29.8	0.0	0.0	0	0.3	0	0.0	0.0	0.0	0	75,543	Hospital in SF
23	67	3	18	1	0	0	0	0	0	0	0.0	0.0	0.0	0.0	14.2	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
24	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
25	33	0	0	0	0	95	0	0	0	0	0.0	128.8	13.9	2.4	19.1	40.1	77.9	0	0.0	0	0.0	0.0	0.0	0	0	
26	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
27	28	75	14	36	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
28	172	464	1	1	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
29	56	151	13	34	0	0	0	0	0	0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
30	100	269	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
31	146	394	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
32	34	91	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
33	196	437	54	121	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	0.0	0.0	0.0	0	0	
34	109	193	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
35	288	779	49	133	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	530.0	0	0.0	0.0	0.0	0	0	
36	0	0	8	22	0	0	0	0	0	0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0	70.0	0	0.0	0.0	0.0	0	0	
37	177	316	21	38	0	0	0	0	0	0	0.0	0.0	9.2	0.0	0.0	0.0	0.0	18	0.0	0	0.0	0.0	0.0	0	0	
38	19	3	7	1	0	0	0	0	0	10	0.0	23.1	16.4	6.7	0.0	6.3	0.0	0	1.0	0	0.0	0.0	0.0	0	0	
39	26	3	7	1	0	0	0	0	0	10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	3,300	
40	7	0	5	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	59.3	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
41	1	0	9	0	0	0	0	0	0	0	0.0	2.0	3.2	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
42	0	0	6	0	0	0	0	0	0	0	0.0	99.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
43	16	0	2	0	0	0	0	0	0	40	0.0	6.6	5.1	0.0	0.0	0.0	0.0	0	400.0	0	9.3	0.0	0.0	0	0	
44	0	0	0	0	0	0	0	0	0	0	2.9	22.4	0.0	0.0	0.0	5.3	4.8	0	0.0	0	0.0	0.0	0.0	0	0	
45	2	0	0	0	0	0	0	0	0	0	4.2	1.6	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
46	43	2	22	1	0	0	0	0	0	0	0.0	19.9	4.8	0.0	6.9	0.0	3.5	0	0.0	0	0.0	0.0	0.0	0	0	
47	15	2	2	0	0	0	0	0	0	10	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
48	6	0	0	0	0	0	0	0	0	0	0.0	11.7	0.0	0.0	0.0	11.7	10.5	0	0.0	0	0.0	0.0	0.0	0	0	
49	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
50	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
51	0	0	0	0	0	0	0	0	0	0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
52	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
53	0	0	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
54	17	4	0	0	0	0	0	0	0	0	0.0	2.0	0.0	0.0	0.0	5.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
55	1	0	26	4	0	0	0	0	0	0	0.0	10.0	0.0	0.0	0.0	0.8	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
56	186	23	38	5	0	0	0	0	0	0	4.9	17.0	3.2	1.5	1.5	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
57	312	0	108	0	0	0	0	0	0	0	0.0	1.8	6.3	0.0	0.0	0.0	0.0	0	0.0	0	23.7	0.0	0.0	0	0	
58	113	7	175	11	0	100	0	0	0	0	0.0	7.0	2.2	2.6	0.0	20.0	0.0	9	0.0	30	0.0	0.0	0.0	0	0	
59	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.0	0	0.0	0.0	0.0	0	0	
60	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
61	5	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	14.1	0.0	0.0	0	0	
62	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
63	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
64	0	0	0	0</																						

Table D: Existing Truckee Land Uses (Page 2 of 2)

TAX #	SFDU Full Time	SFDU Part Time	MFDU Full Time	MFDU Part Time	Glenshire SFDU Full-Time	Mobile Homes	MV SFDU	MV MFDU	MV Pond Pal SFDU	Lodging (rooms)	Highway Commercial (1,000 sf floor area)	Commercial (1,000 sf floor area)	General Office (1,000 sf floor area)	Medical/ Dental Office (1,000 sf floor area)	Government Office (1,000 sf floor area)	Light Industrial (1,000 sf floor area)	Warehousing (1,000 sf floor area)	Golf Course (holes)	Public Park (acres)	Camp/ RV Park (sites)	Church (1,000 sf floor area)	Martis Valley Commercial (1,000 sf floor area)	Martis Valley Office (1,000 sf floor area)	Martis Valley Golf Courses (Effective Holes)	Special Generators	Notes	
70	0	51	3	0	591	0	0	0	0	0	0.0	16.1	0.0	0.0	0.0	4.0	0.0	0	4.2	10	0.0	0.0	0.0	0	0		
71	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	250,000		
72	0	4	0	0	48	0	0	0	0	0	0.0	6.5	3.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
73	4	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
74	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
75	43	19	6	3	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	Hirschdale Cindercone Quarry	
76	231	103	0	1	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
77	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
78	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
79	1	0	1	0	0	110	0	0	0	0	0.0	39.5	2.4	0.0	8.5	22.9	22.4	0	0.0	130	0.0	0.0	0.0	0	0		
80	1	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
81	96	17	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
82	14	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
83	1	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
84	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0.0	0.0	0.0	0	0		
85	0	0	0	0	0	0	0	0	0	0	0.0	0.0	27.5	0.0	40.1	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
86	0	0	0	0	0	0	0	0	0	0	6.0	86.3	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	2,560	Post Office	
87	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
88	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
89	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
90	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
91	160	72	0	1	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
92	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
93	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
100	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
101	0	0	0	0	0	0	2	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
102	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
103	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
104	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
105	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
106	0	0	0	0	0	0	0	0	284	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
107	0	0	0	0	0	0	0	0	75	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
108	0	0	0	0	0	0	64	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	4	0		
109	0	0	0	0	0	0	65	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
110	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
111	0	0	0	0	0	0	322	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	18	0		
112	0	0	0	0	0	0	180	268	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
113	0	0	0	0	0	0	31	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
114	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
115	0	0	0	0	0	0	0	144	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
116	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
117	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
118	0	0	0	0	0	0	0	81	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	40.0	1.5	37	0		
119	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
120	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
121	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
122	0	0	0	0	0	0	39	180	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
123	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	9.0	0.0	0	0		
124	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	3.0	0	0		
125	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
126	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
127	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
128	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
129	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
130	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
131	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
132	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
133	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
134	0	0	0	0	0	0	2	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
135	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
137	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	16.2	38.3	0	0		
138	0	0	0	0	0	0	3	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	23.1	0	0		
200	0	0	0	0	0	25	0	0	0	0	2.4	2.0	0.0	0.0	0.0	0.0	0.0	0	0.0	55	0.0	0.0	0.0	0	0		
201	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0						

TABLE E: Summary of Neighborhood Traffic Count Data

Neighborhood	Date of Peak-Hour Volume	Time of Peak-Hour Volume	Peak-Hour Volume			Daily		
			Entering	Exiting	Total	Entering	Exiting	Total
Tahoe Donner	Friday, August 15, 2003	4:30 PM - 5:30 PM	799	633	1,432	9,073	8,411	17,484
Prosser Lakeview	Tuesday, August 19, 2003	5:15 PM - 6:15 PM	244	141	385	1,941	1,683	3,624
Glenshire	Wednesday, August 27, 2003	5:00 PM - 6:00 PM	568	269	837	4,493	4,354	8,847
Source: LSC Transportation Consultants, Inc.						R4-Residential Trip Generation.wb3		

TABLE F: Residential Trip Generation Rates Estimation

	Tahoe Donner	Prosser	Glenshire	Total	Applicable ITE Land Use Code	ITE Rates				ITE Trip Generation - Tahoe Donner				ITE Trip Generation - Prosser				ITE Trip Generation - Glenshire			
						PM Peak-Hour				PM Peak-Hour				PM Peak-Hour				PM Peak-Hour			
						In	Out	Total	Daily	In	Out	Total	Daily	In	Out	Total	Daily	In	Out	Total	Daily
Full-Time SFDU	1,306	391	1,313	3,010	210	0.65	0.36	1.01	9.57	849	470	1,319	12,498	254	141	395	3,742	853	473	1,326	12,565
Vacation SFDU	3,169	175	128	3,472	260	0.11	0.15	0.26	3.16	349	475	824	10,014	19	27	46	553	14	19	33	404
Full-Time MFDU	160	0	8	168	220	0.42	0.2	0.62	6.72	67	32	99	1,075	0	0	0	0	3	2	5	54
Vacation MFDU	385	2	1	388	260	0.11	0.15	0.26	3.16	42	58	100	1,217	0	1	1	6	0	0	0	3
Total	5,020	568	1,450	7,038						1,307	1,035	2,342	24,804	273	169	442	4,301	870	494	1,364	13,026

Note: SFDU = Single-Family Dwelling Units, MFDU = Multi-Family Dwelling Units.
Source: ITE Trip Generation Manual, 7th edition, 2003.

R4-Residential Trip Generation.wb3

TABLE G: Comparison of ITE Trip Generation and Actual Trip Generation

Neighborhood:	Tahoe Donner	Prosser	Glenshire	Total
	Actual Number Peak-Hour Trips Generated			
Peak-Hour In	799	244	568	1,611
Peak-Hour Out	633	141	269	1,043
Peak-Hour Total	1,432	385	837	2,654
Daily	17,484	3,624	8,847	29,955
	ITE Trip Generation			
Peak-Hour In	1,307	273	870	2,450
Peak-Hour Out	1,035	169	494	1,698
Peak-Hour Total	2,342	442	1,364	4,148
Daily	24,804	4,301	13,026	42,131
	Percent Reduction from ITE Rates			
Peak-Hour In	-39%	-11%	-35%	-34%
Peak-Hour Out	-39%	-17%	-46%	-39%
Peak-Hour Total	-39%	-13%	-39%	-36%
Daily	-30%	-16%	-32%	-29%

Source: LSC Transportation Consultants, Inc.

R4-Residential Trip Generation.wb3

TABLE H: Adjusted Residential Trip Rates Used in Base Uncalibrated Model

	Tahoe Donner	Prosser	Glenshire	Total	Applicable ITE Land Use Code	Adjusted Rates				Adjusted Trip Generation - Tahoe Donner				Adjusted Trip Generation - Prosser				Adjusted Trip Generation - Glenshire			
						PM Peak-Hour				PM Peak-Hour				PM Peak-Hour				PM Peak-Hour			
						In	Out	Total	Daily	In	Out	Total	Daily	In	Out	Total	Daily	In	Out	Total	Daily
Full-Time SFDU	1,306	391	0	1,697	210	0.60	0.33	0.93	8.80	784	431	1,215	11,493	235	129	364	3,441	0	0	0	0
Vacation SFDU	3,169	175	128	3,472	260	0.04	0.05	0.09	1.11	127	158	285	3,518	7	9	16	194	5	7	12	142
Full-Time MFDU	160	0	8	168	220	0.39	0.18	0.57	6.18	62	29	91	989	0	0	0	0	3	2	5	49
Vacation MFDU	385	2	1	388	260	0.04	0.05	0.09	1.11	15	20	35	427	0	0	0	2	0	0	0	1
Glenshire FT SFDU	0	0	1,313	1,313	260	0.42	0.23	0.65	6.12	0	0	0	0	0	0	0	0	551	302	853	8,036
Total Calculated Trip Generation										988	638	1,626	16,427	242	138	380	3,637	559	311	870	8,228
Actual Trip Generation										799	633	1,432	17,484	244	141	385	3,624	568	269	837	8,847
Percent Difference From Calculated (Calculated/Actual - 1)										23.7%	0.8%	13.5%	-6.0%	-0.8%	-2.1%	-1.3%	0.4%	-1.6%	15.6%	3.9%	-7.0%

Note: SFDU = Single-Family Dwelling Units, MFDU = Multi-Family Dwelling Units.
Source: LSC Transportation Consultants, Inc.

TABLE I: Truckee General Plan Land Use Designations and Corresponding Land Use Categories

	Model Land Use Category (Unit)																
	Non-Residential Uses											Residential Uses					
General Plan Land Use Designations (Excluding Primarily Residential)	Highway Commercial (sf floor area)	General Commercial (sf floor area)	Lodging (rooms)	General Office (sf floor area)	Medical/Dental Office (sf floor area)	Government Office (sf floor area)	Light Industrial (sf floor area)	Warehousing (sf floor area)	Golf Course (holes)	Public Park (acres)	Special Generators	Single-Family Full-Time (Dwelling Units)	Single-Family Vacation (Dwelling Units)	Multi-Family Full-Time (Dwelling Units)	Multi-Family Vacation (Dwelling Units)	Mobile Homes (Dwelling Units)	Residential Uses Allowed?
Resource Conservation/ Open Space [RC/OS]							Mining Facilities					Single-Family Homes	Single-Family Homes				Yes, Single-Family Only
Open Space Recreation [OSR]			Lodging						Golf Course	Parks		Single-Family Homes	Single-Family Homes	Multi-Family Homes	Multi-Family Homes	Mobile Homes	Yes
Public [PUB]						Government Offices	Mining Facilities			Parks and Ball Fields							No
Public, Hospital/Office [PUB (H/O)]					Public and Private Offices						Hospital	Single-Family Homes	Single-Family Homes	Multi-Family Homes	Multi-Family Homes	Mobile Homes	Yes
National Forest [NF]																	No
Industrial [IND]							Manufacturing, Processing & Distribution	Warehousing			Quarry						No
Commercial [C]	High Trip Generation Commercial Including Restaurant and Grocery Store	Low Trip Generation Commercial Including Restaurant	Lodging	General Office								Single-Family Homes	Single-Family Homes	Multi-Family Homes	Multi-Family Homes	Mobile Homes	Yes
Planned Community	High Trip Generation Commercial Including Restaurant and Grocery Store	Low Trip Generation Commercial Including Restaurant	Lodging	General Office			Light Industrial		Golf Course	Parks		Single-Family Homes	Single-Family Homes	Multi-Family Homes	Multi-Family Homes	Mobile Homes	Yes
Airport District											Airport						No

TABLE J: Trip Attraction Trip Rates

Land Use Category	ITE Land Use Code	ITE Land Use	Rate	Per Unit
Lodging	310	Hotel	0.59	Rooms
Highway Commercial	Based upon blended ITE rate for all commercial uses in Truckee		23.14	1,000 sf floor area
General Commercial	Based upon blended ITE rate for all commercial uses in Truckee and adjusted via the calibration process-		5.5	1,000 sf floor area
General Office	710	General Office	1.49	1,000 sf floor area
Medical/Dental Office	720	Medical-Dental Office	3.72	1,000 sf floor area
Government Office	710	General Office	1.49	1,000 sf floor area
Light Industrial	110	Light Industrial	0.98	1,000 sf floor area
Warehousing	150	Warehousing	0.47	1,000 sf floor area
Golf Course	430	Golf Course	2.74	holes
Public Park	417	Regional Park	0.2	acres
Campsite/RV Park	416	Campground/Recreational Vehicle Park	0.37	campsites
Church	560	Church	0.66	1,000 sf floor area
MV Gen Com	814	Specialty Retail	2.59	1,000 sf floor area
MV Office	710	General Office	1.49	1,000 sf floor area
MV Golf Course	430	Golf Course	2.74	holes
Hospital	Traffic and Parking Study (LSC, December, 2000)		0.73	1,000 sf floor area
Airport	22	General Aviation Airport	0.3	flights per day
Post Office	Based Upon Meyers Post Office Relocation traffic and Air Quality Study (LSC, January, 2000)		0.116	# of boxes
Quarry	Based Upon Revised VMT Analysis for Teichert Aggregates Facility (LSC, April, 2002)		0.06	1,000 tons hauled annually

TABLE K: Percent of Trip Generation Split Into Each Trip Type

Land Use	Trip Rate	Per Unit	Productions						Attractions						TOTAL
			HBW	HBO	NHB	REC	Int-Ext	Ext-Int	HBW	HBO	NHB	REC	Int-Ext	Ext-Int	
Truckee SFDU Full-Time	0.93	dwelling unit	23%	41%	0%	7%	28%	0%	0%	1%	0%	0%	0%	0%	100%
Truckee SFDU Vacation	0.09	dwelling unit	0%	62%	0%	13%	18%	0%	0%	7%	0%	0%	0%	0%	100%
Truckee MFDU Full-Time	0.57	dwelling unit	23%	41%	0%	7%	28%	0%	0%	1%	0%	0%	0%	0%	100%
Truckee MFDU Vacation	0.09	dwelling unit	0%	62%	0%	13%	18%	0%	0%	7%	0%	0%	0%	0%	100%
Glenshire SFDU Full-Time	0.65	dwelling unit	23%	41%	0%	7%	28%	0%	0%	1%	0%	0%	0%	0%	100%
Truckee Mobile Homes	0.59	dwelling unit	23%	41%	0%	7%	28%	0%	0%	1%	0%	0%	0%	0%	100%
Martis Valley SFDU	0.36	dwelling unit	6%	56%	0%	13%	18%	0%	0%	7%	0%	0%	0%	0%	100%
Martis Valley MFDU	0.29	dwelling unit	6%	56%	0%	13%	18%	0%	0%	7%	0%	0%	0%	0%	100%
Martis Valley Ponderosa Palisades SFDU	0.88	dwelling unit	23%	41%	0%	7%	28%	0%	0%	1%	0%	0%	0%	0%	100%
Lodging	0.59	rooms	0%	7%	25%	4%	7%	0%	20%	0%	19%	0%	0%	18%	100%
Highway Trip Generation Commercial	23.14	1,000 sf of floor area	0%	0%	18%	0%	7%	0%	8%	29%	15%	0%	0%	23%	100%
General Commercial Trip Generation	6.08	1,000 sf of floor area	0%	0%	20%	0%	5%	0%	9%	34%	18%	0%	0%	14%	100%
General Office	1.49	1,000 sf of floor area	0%	0%	11%	0%	3%	0%	33%	13%	13%	0%	0%	27%	100%
Medical/Dental Office	3.72	1,000 sf of floor area	0%	0%	11%	0%	3%	0%	33%	13%	13%	0%	0%	27%	100%
Government Office	1.49	1,000 sf of floor area	0%	0%	11%	0%	3%	0%	33%	13%	13%	0%	0%	27%	100%
Light Industrial	0.98	1,000 sf of floor area	0%	0%	11%	0%	3%	0%	33%	13%	13%	0%	0%	27%	100%
Warehousing	0.47	1,000 sf of floor area	0%	0%	11%	0%	3%	0%	33%	13%	13%	0%	0%	27%	100%
Golf Course	2.74	holes	0%	0%	0%	0%	0%	0%	6%	4%	12%	55%	0%	23%	100%
Public Park	0.2	acres	0%	0%	0%	0%	0%	0%	3%	0%	0%	74%	0%	23%	100%
Campsite/RV Park	0.37	campsites	0%	0%	0%	0%	0%	0%	3%	0%	0%	74%	0%	23%	100%
Church	0.66	1,000 sf of floor area	0%	0%	0%	0%	0%	0%	3%	0%	0%	74%	0%	23%	100%
MV Gen Com	2.59	1,000 sf of floor area	0%	0%	20%	0%	5%	0%	9%	34%	18%	0%	0%	14%	100%
MV Office	1.49	dwelling unit	0%	0%	11%	0%	3%	0%	33%	13%	13%	0%	0%	27%	100%
MV Golf Course	2.74	dwelling unit	0%	0%	0%	0%	0%	0%	6%	4%	12%	55%	0%	23%	100%
Hospital	0.73	1,000 sf of floor area	0%	0%	8%	0%	2%	0%	12%	32%	24%	0%	0%	22%	100%
Airport	0.3	flights per day	0%	0%	0%	0%	0%	0%	6%	32%	32%	8%	0%	22%	100%
PO	0.116	# of boxes	0%	0%	19%	0%	5%	0%	6%	19%	45%	0%	0%	6%	100%
Quarry	0.06	dwelling unit	0%	0%	0%	0%	0%	0%	12%	0%	65%	0%	0%	23%	100%

R15-TGP Trip Gen.wb3

Table L: Existing Model Trip Productions and Attractions

	Productions						Attractions								
TAZ	HBW	HBO	NHB	REC	Int-Ext	Ext-Int	HBW	HBO	NHB	REC	Int-Ext	Ext-Int	TOTAL Productions	TOTAL Attractions	TOTAL
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	3	7	7	1	6	0	5	13	7	0	0	6	26	30	56
3	22	50	4	9	32	0	10	8	5	0	0	9	117	32	149
4	44	101	5	18	63	0	2	15	5	2	0	4	232	28	260
5	10	22	0	4	13	0	0	1	0	0	0	0	49	1	50
6	0	0	0	0	0	0	4	0	0	80	0	27	0	111	111
7	19	49	37	10	37	0	25	40	31	3	0	29	153	129	282
8	0	4	40	2	13	0	25	43	33	0	0	41	59	141	200
9	0	0	80	0	24	0	46	132	71	0	0	80	104	329	433
10	24	49	0	9	32	0	0	2	0	0	0	0	114	2	117
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	8	17	69	4	36	0	33	102	57	2	0	83	134	278	412
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	7	12	8	2	11	0	5	12	7	0	0	7	41	32	72
15	34	62	0	11	42	0	0	2	0	1	0	0	149	3	152
16	0	0	81	0	20	0	65	132	76	1	0	77	101	351	453
17	0	0	76	0	20	0	39	126	68	0	0	63	96	296	392
18	0	1	162	0	40	0	74	275	145	0	0	113	204	607	811
19	0	0	21	0	6	0	56	27	24	0	0	47	28	154	181
20	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
21	0	0	5	0	1	0	2	8	4	0	0	3	6	18	24
22	0	0	81	0	20	0	87	138	87	0	0	97	101	409	510
23	16	30	2	5	21	0	7	4	3	0	0	6	75	19	94
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	20	35	172	6	67	0	115	285	158	0	0	146	300	704	1004
26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27	8	21	0	4	12	0	0	2	0	0	0	0	44	2	45
28	36	93	0	17	54	0	0	6	0	0	0	0	201	6	207
29	13	35	0	6	20	0	1	3	0	0	0	1	76	5	81
30	21	54	0	10	31	0	0	4	0	0	0	0	116	4	120
31	31	79	0	14	46	0	1	6	0	0	0	1	170	8	178
32	7	18	0	3	11	0	0	1	0	0	0	0	39	1	41
33	48	120	0	21	71	0	0	8	0	11	0	4	261	23	284
34	23	53	0	10	32	0	0	3	0	0	0	0	118	3	121
35	67	175	0	31	101	0	5	12	0	80	0	26	374	124	498
36	1	3	0	1	2	0	2	1	0	11	0	4	7	18	24
37	40	93	1	17	57	0	7	9	8	27	0	15	208	67	275
38	5	9	36	2	15	0	32	55	33	0	0	36	67	157	224
39	6	12	2	2	8	0	1	0	1	0	0	1	31	4	34
40	2	4	7	1	4	0	19	8	8	0	0	15	18	50	67
41	1	2	3	0	2	0	3	5	3	0	0	3	10	13	23
42	1	1	187	0	64	0	87	271	273	0	0	117	253	748	1001
43	4	8	15	2	8	0	15	15	13	65	0	33	37	140	177
44	0	0	40	0	12	0	20	67	35	0	0	36	52	159	211
45	0	1	19	0	8	0	9	32	16	0	0	24	29	80	109
46	12	22	26	4	21	0	17	44	24	0	0	22	85	108	193
47	3	7	2	1	5	0	3	1	2	0	0	3	18	8	27
48	1	2	16	0	6	0	12	26	15	0	0	14	26	68	93
49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
51	0	0	3	0	1	0	2	4	2	0	0	2	3	11	14
52	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
53	0	0	0	0	0	0	1	1	1	0	0	1	2	3	5
54	4	7	3	1	5	0	3	5	3	0	0	3	20	14	33
55	4	7	12	1	8	0	6	21	11	0	0	9	31	47	78
56	44	81	43	15	68	0	23	72	37	0	0	44	251	176	427
57	80	143	3	26	99	0	5	9	3	12	0	8	352	36	388
58	60	108	12	19	78	0	16	24	15	22	0	23	278	100	377
59	0	0	0	0	0	0	1	0	0	9	0	3	0	13	13
60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
61	1	2	0	0	1	0	0	0	0	7	0	2	5	9	14
62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
64	0	0	35	0	8	0	65	50	37	0	0	58	43	210	253
65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
66	0	4	15	2	4	0	12	0	11	0	0	11	25	34	59
67	0	0	13	0	4	0	46	16	45	5	0	40	0	0	0
68	34	63	0	12	43	0	0	2	0	0	0	0	152	2	153
69	86	159	0	29	105	0	0	6	0	0	0	0	380	6	386
70	89	163	20	30	113	0	10	40	18	3	0	16	415	88	503
71	0	0	0	0	0	0	2	0	10	0	0	2	0	15	15
72	7	13	8	2	11	0	5	15	8	0	0	7	42	34	76
73	1	2	0	0	1	0	0	0	0	0	0	0	4	0	4
74	0	0	2	0	1	0	7	3	3	0	0	6	3	19	22
75	10	19	0	3	13	0	0	1	0	0	0	0	45	1	46
76	49	94	0	17	62	0	0	3	0	0	0	0	222	3	225
77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
79	16	27	54	5	32	0	39	89	49	35	0	59	133	272	405
80	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
81	20	38	0	7	25	0	0	1	0	0	0	0	90	1	91
82	3	5	0	1	4	0	0	0	0	0	0	0	13	0	13
83	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
84	0	0	0	0	0	0	3	2	6	27	0	11	0	49	49
85	0	0	11	0	3	0	33	13	13	0	0	27	14	86	99
86	0	0	182	0	61	0	84	270	243	0	0	131	243	728	971
87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
88	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
91	34	65	0	12	43	0	0	2	0	0	0	0	154	2	156
92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
93	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
101	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
102	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
104	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
106	57	102	0	17	71	0	0	3	0	0	0	0	247	3	250
107	15	27	0	5	19	0	0	1	0	0	0	0	65	1	66
108	1	13	0	3	4	0	1	2	1	6	0	3	21	13	34
109	1	13	0	3	4	0	0	2	0	0	0	0	21	2	23
110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
111	6	64	0	16	19	0	3	12	6	27	0	11	106	59	165
112	9	79	0	20	24	0	0	11	0	0	0	0	132	11	143
113	1	6	0	2	2	0	0	1	0	0	0	0	10	1	11
114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
115	3	23	0	6	7	0	0	3	0	0	0	0	39	3	42
116	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
118	2	13	21	3	9	0	16	41	31	56	0	38	48	183	231
119	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
121	0	0	0	0	0	0	0	0	0	0	0				

TABLE M: Friction Factor Lookup Table

Minimum Travel Time (minutes)	HBW Friction Factor	HBO Friction Factor	NHB Friction Factor	REC Friction Factor	IE Friction Factor	EI Friction Factor
1	25000	184000	184000	160000	90000	90000
2	22000	143750	161920	125000	60000	60000
3	19000	109250	139840	95000	30000	30000
4	17000	69000	125120	60000	10000	10000
5	15000	40250	110400	35000	7800	7800
6	13000	28750	95680	25000	7000	7000
7	12000	17250	88320	15000	6000	6000
8	10000	11500	73600	10000	5000	5000
9	9000	5750	66240	5000	4000	4000
10	8000	3220	58880	2800	2000	2000
11	7000	2645	51520	2400	1000	1000
12	6200	2070	45632	2000	900	900
13	5500	1725	40480	1600	850	850
14	4845	1495	35659	1300	800	800
15	4300	1150	31648	1100	710	710
20	2300	500	16928	550	320	320
25	1200	140	8832	250	140	140
30	700	70	5152	120	70	70
35	400	40	2944	60	40	40
40	200	20	1472	30	20	20
45	100	10	500	18	10	10
50	50	10	50	8	10	10
55	30	5	30	4	5	5
60	20	3	20	3	3	3

TGP Friction Factors.wb3

TABLE N: Truckee – Martis Valley Existing (Summer 2003) PM Peak-Hour External Trips

From VV To >>	I-80 West	DPR West	89 North	Hirshdale Rd North	I-80 East	267 South	89 South	Total Ext-Ext	Total External In	Total Ext-Int
I-80 West		0	34	10	625	74	84	828	1,367	539
DPR West	0		0	0	5	0	5	10	60	50
89 North	55	0		0	65	30	8	157	314	157
Hirshdale Rd North	6	0	0		15	2	4	27	36	9
I-80 East	527	5	39	13		104	73	762	1,034	272
267 South	90	0	15	3	79		0	186	431	245
89 South	88	5	5	4	117	0		219	617	398
Total	766	10	93	30	906	210	174	2,189	3,859	1,670
Total External Out	934	50	167	33	1,787	574	602	4,147		
Total Internal – External	168	40	74	3	881	364	428	1,958		

TABLE O: Results of Model Screenline Analysis

#	Screenline Name	Model-Generated In Flow	Count In Flow	In Ratio (Flow/Count)	Model-Generated Out Flow	Count Out Flow	Out Ratio (Flow/Count)	Model-Generated TotalFlow	Count Total Flow	Total Ratio (Flow/Count)
1	Ponderosa Palisades	469	458	1.02	552	606	0.91	1,021	1,064	0.96
2	Tahoe Donner	754	645	1.17	806	822	0.98	1,560	1,467	1.06
3	Prosser Lakeview	166	147	1.13	209	231	0.91	375	378	0.99
4	Glenshire	380	269	1.42	476	568	0.84	857	837	1.02
5	Northstar Drive	181	124	1.47	214	208	1.03	396	332	1.19
6	SR 267 @ Placer Line	761	619	1.23	726	688	1.06	1,488	1,307	1.14
7	E-W Along RR Tracks	1,989	1,926	1.03	2,047	2,011	1.02	4,036	3,937	1.03
8	N-S Alder to DPR West of SR 89 South	2,150	2,313	0.93	1,978	1,901	1.04	4,129	4,214	0.98
9	N-S Alder to DPR East of McIver Crossing	2,649	2,904	0.91	2,313	2,440	0.95	4,963	5,344	0.93
10	I-80 to the West	1,089	934	1.17	1,212	1,367	0.89	2,302	2,301	1.00
11	I-80 to the East	1,302	1,130	1.15	1,582	1,781	0.89	2,885	2,911	0.99
12	SR 89 to the North	284	314	0.90	203	167	1.22	487	481	1.01
13	SR 267 to the South	490	431	1.14	542	574	0.95	1,033	1,005	1.03
14	SR 89 South	608	602	1.01	641	617	1.04	1,250	1,219	1.03
15	N-S West River to DPR	2,683	2,969	0.90	2,348	2,332	1.01	5,031	5,301	0.95
TOTAL of All Screenlines		15,955	15,785	1.01	15,849	16,313	0.97	31,813	32,098	0.99

Note: DPR = Donner Pass Road, N-S = North-South, E-W = East-West

Screenline Analysis Results.wb3

Table P
Point Validation Error Ranges

Peak-Hour Two-Way Traffic Volume	Error Range
<100	± 100%
100 - 399	± 50%
400 - 999	± 25%
1,000 - 10,000	± 15%
≥ 10,000	± 10%

FIGURE A
2003 SUMMER COUNT LOCATIONS

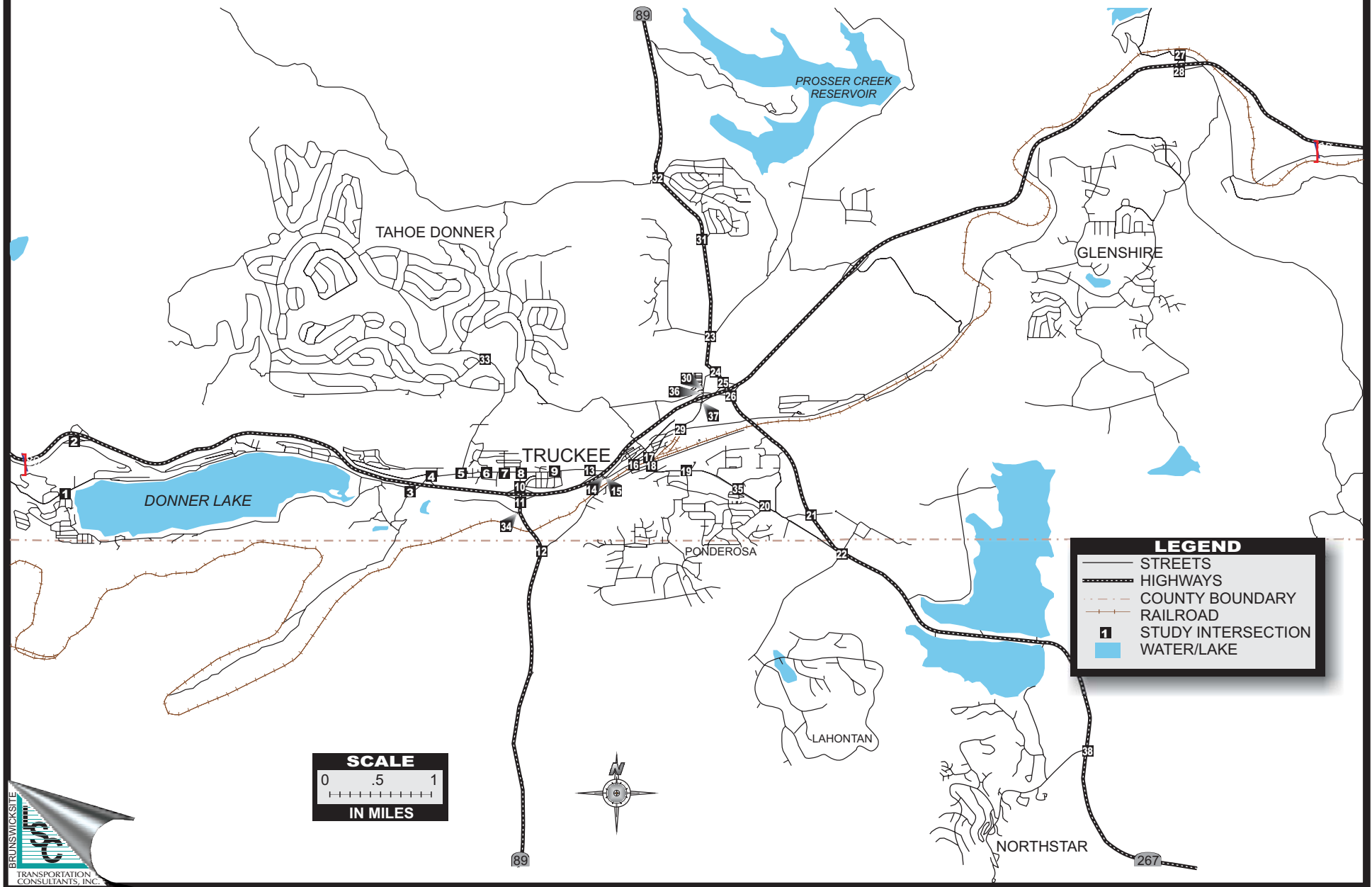


FIGURE B

2003 SUMMER PM PEAK HOUR COUNTS AND PEAK HOURS

1 DONNER PASS RD./ SOUTH SHORE DR. 7/17/2003 4:45-5:45 P.M.	2 DONNER LAKE RD./ I-80 EASTBOUND 7/15/2003 3:45-4:45 P.M.	3 I-80 EASTBOUND/DONNER PASS RD. (WEST) 7/16/2003 4:45-5:45 P.M.	4 I-80 WESTBOUND/DONNER PASS RD. (WEST) 7/16/2003 4:45-5:45 P.M.	5 DONNER PASS RD./ NORTHWOODS 7/16/2003 5:15-6:15 P.M.
6 DONNER PASS RD./ DONNER TRAIL 7/22/2003 4:00-5:00 P.M.	7 DONNER PASS RD./ MEADOW WAY 7/23/2003 4:30-5:30 P.M.	8 DONNER PASS RD./ SR 89 SOUTH 8/20/2003 4:30-5:30 P.M.	9 DONNER PASS RD./ PINE AVE. 7/24/2003 4:15-5:15 P.M.	10 SR 89 SOUTH/I-80 WESTBOUND 8/19/2003 4:00-5:00 P.M.
11 SR 89 SOUTH/I-80 EASTBOUND 8/21/2003 4:00-5:00 P.M.	12 SR 89 SOUTH/ WEST RIVER ST. 8/22/2003 4:00-5:00 P.M.	13 DONNER PASS RD./I-80 WESTBOUND (CENTRAL) 8/27/2003 4:00-5:00 P.M.	14 DONNER PASS RD./I-80 EASTBOUND (CENTRAL) 9/2/2003 4:15-5:15 P.M.	15 DONNER PASS RD./ McIVER CROSSING 8/28/2003 4:15-5:15 P.M.
16 DONNER PASS RD./ SPRING ST. 9/4/2003 4:45-5:45 P.M.	17 DONNER PASS RD./ BRIDGE ST. 9/4/2003 5:00-6:00 P.M.	18 BRIDGE ST./ WEST/EAST RIVER ST. 9/2/2003 4:15-5:15 P.M.	19 BROCKWAY RD./ PALISADES DR. 8/27/2003 5:00-6:00 P.M.	20 MARTIS VALLEY RD./ SR 267 8/26/2003 4:00-5:00 P.M.
21 SR 267/ BROCKWAY RD. 8/19/2003 4:30-5:30 P.M.	22 SR 267/AIRPORT RD./ SCHAFFER MILL RD. 8/12/2003 4:00-5:00 P.M.	23 SR 89/ALDER DR./ PROSSER DAM RD. 7/9/2003 5:45-6:45 P.M.	24 SR 89/SR 267/DONNER PASS RD. 7/10/2003 4:00-5:00 P.M.	25 SR 267/ I-80 WEST BOUND 7/11/2003 4:00-5:00 P.M.
26 SR 267/ I-80 EAST BOUND 7/15/2003 5:30-6:30 P.M.	27 I-80 WESTBOUND/ HIRSCHDALE RD. 10/02/2003 4:30-5:30 P.M.	28 I-80 EASTBOUND/ HIRSCHDALE RD. 10/01/2003 5:00-6:00 P.M.	29 GLENSIRE DR./ DONNER PASS RD. 8/20/2003 4:45-5:45 P.M.	30 DONNER PASS RD./ PIONEER TRAIL 7/16/2003 4:45-5:45 P.M.
31 SR 89 NORTH/ RAINBOW DR. 7/10/2003 6:15-7:15 P.M.	32 SR 89 NORTH/ ALDER CREEK RD. 7/18/2003 4:30-5:30 P.M.	33 NORTHWOODS BLVD./ NORTHWOODS BLVD. 7/11/2003 4:30-5:30 P.M.	34 SR 89 SOUTH/ DEERFIELD DR. 8/28/2003 4:15-5:15 P.M.	35 REYNOLDS WAY/ BROCKWAY RD. 8/27/2003 4:15-5:15 P.M.

Figure C
Daily Traffic Volume on Donner Pass Rd

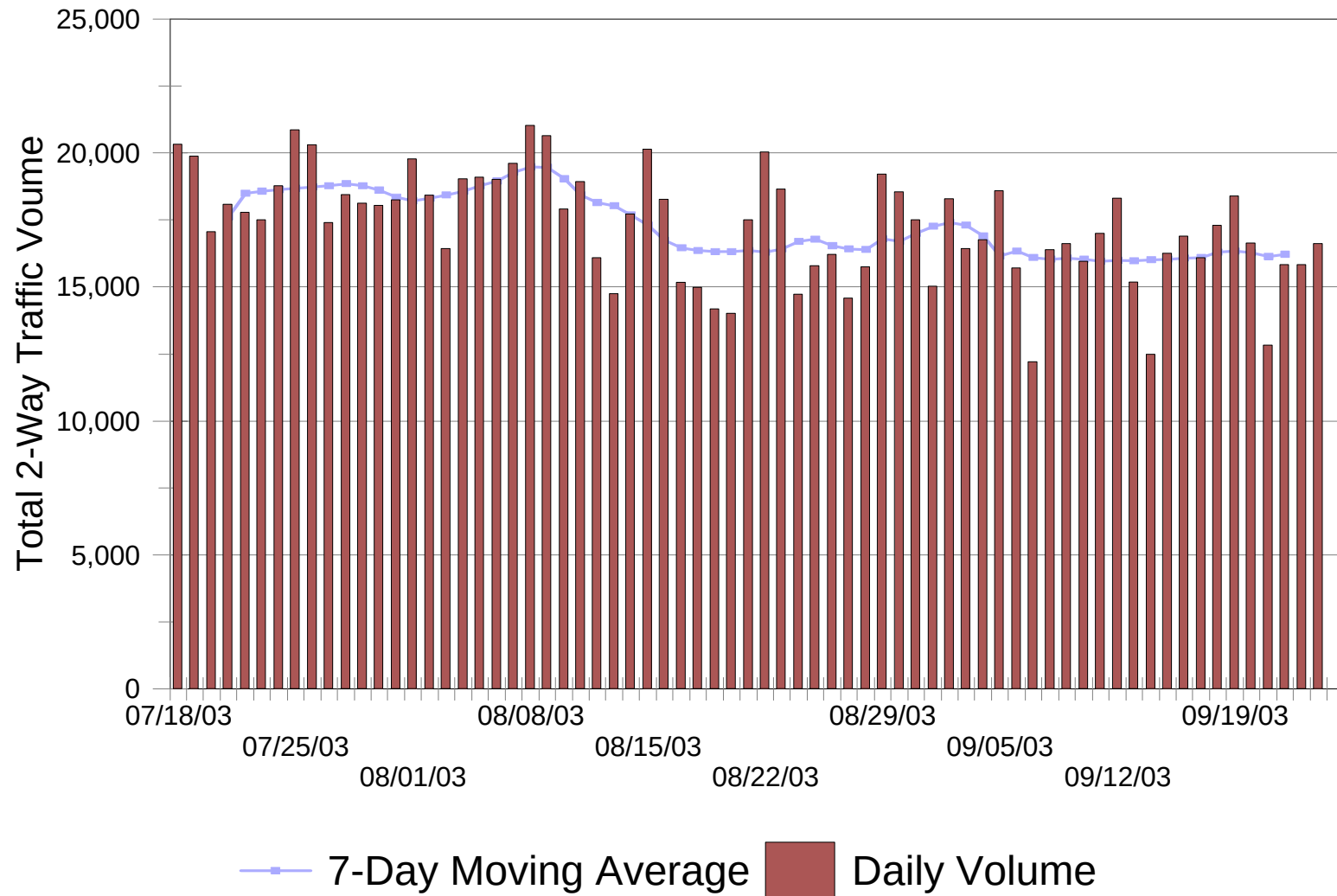
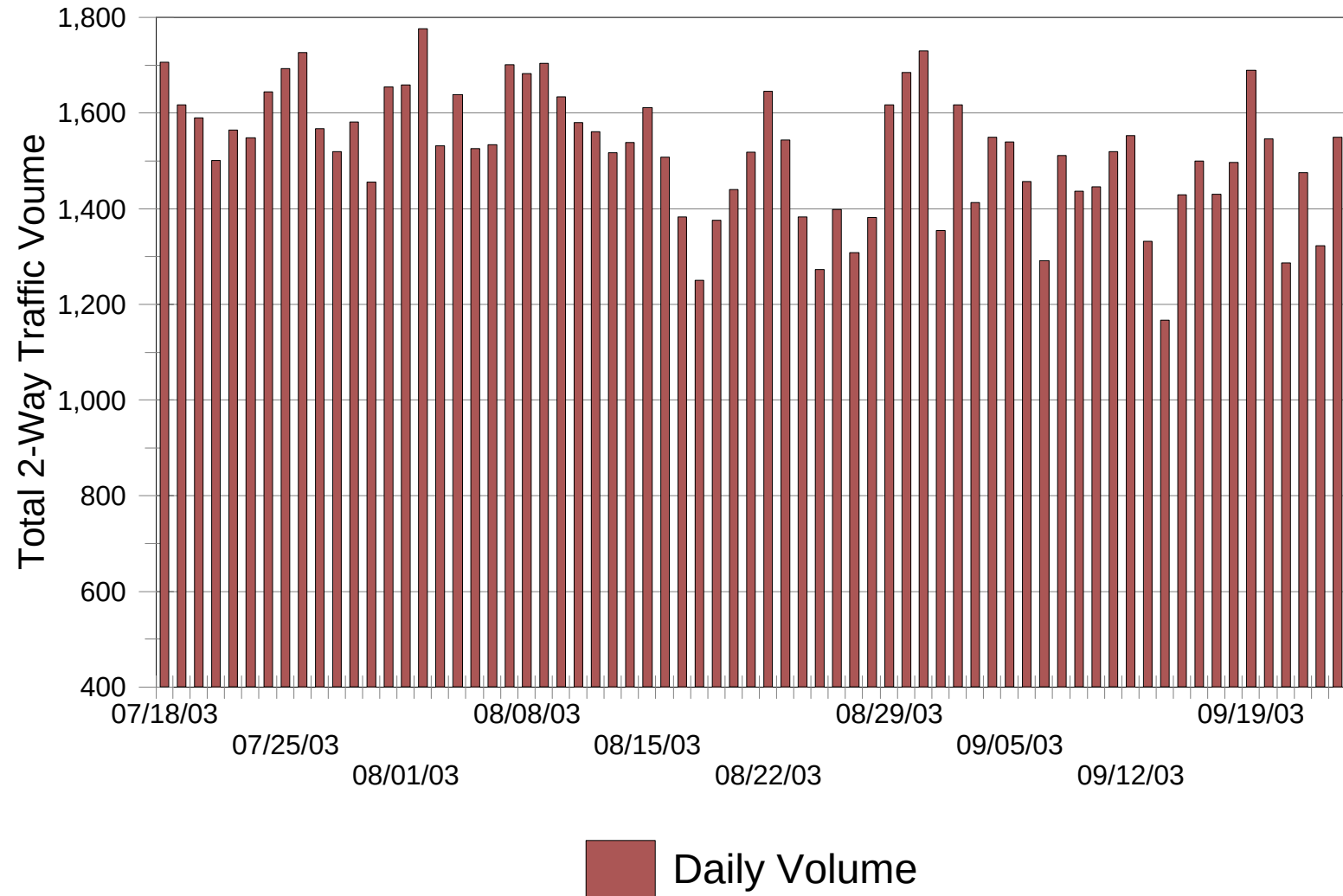


Figure D

Peak-Hour Volume on Donner Pass Rd



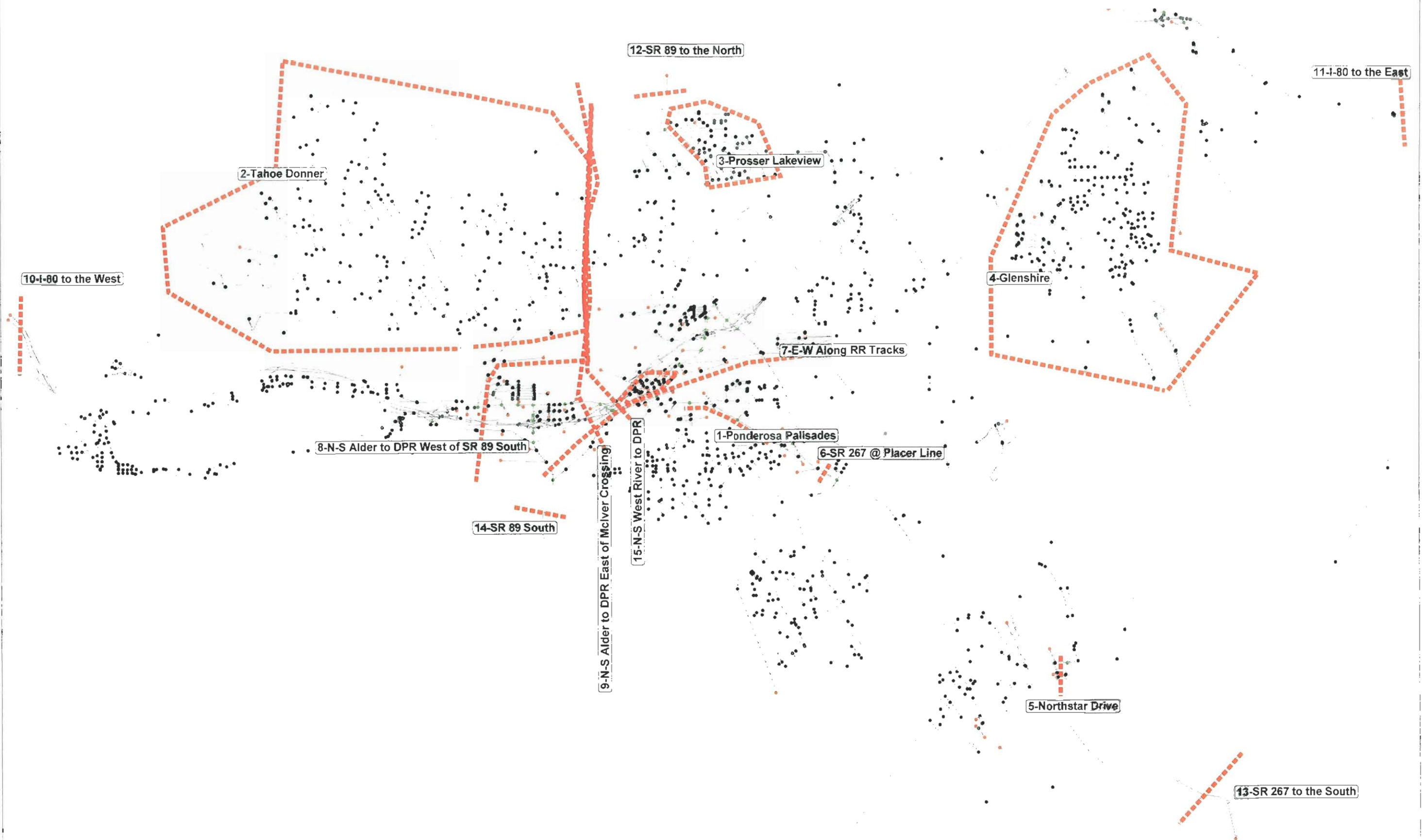
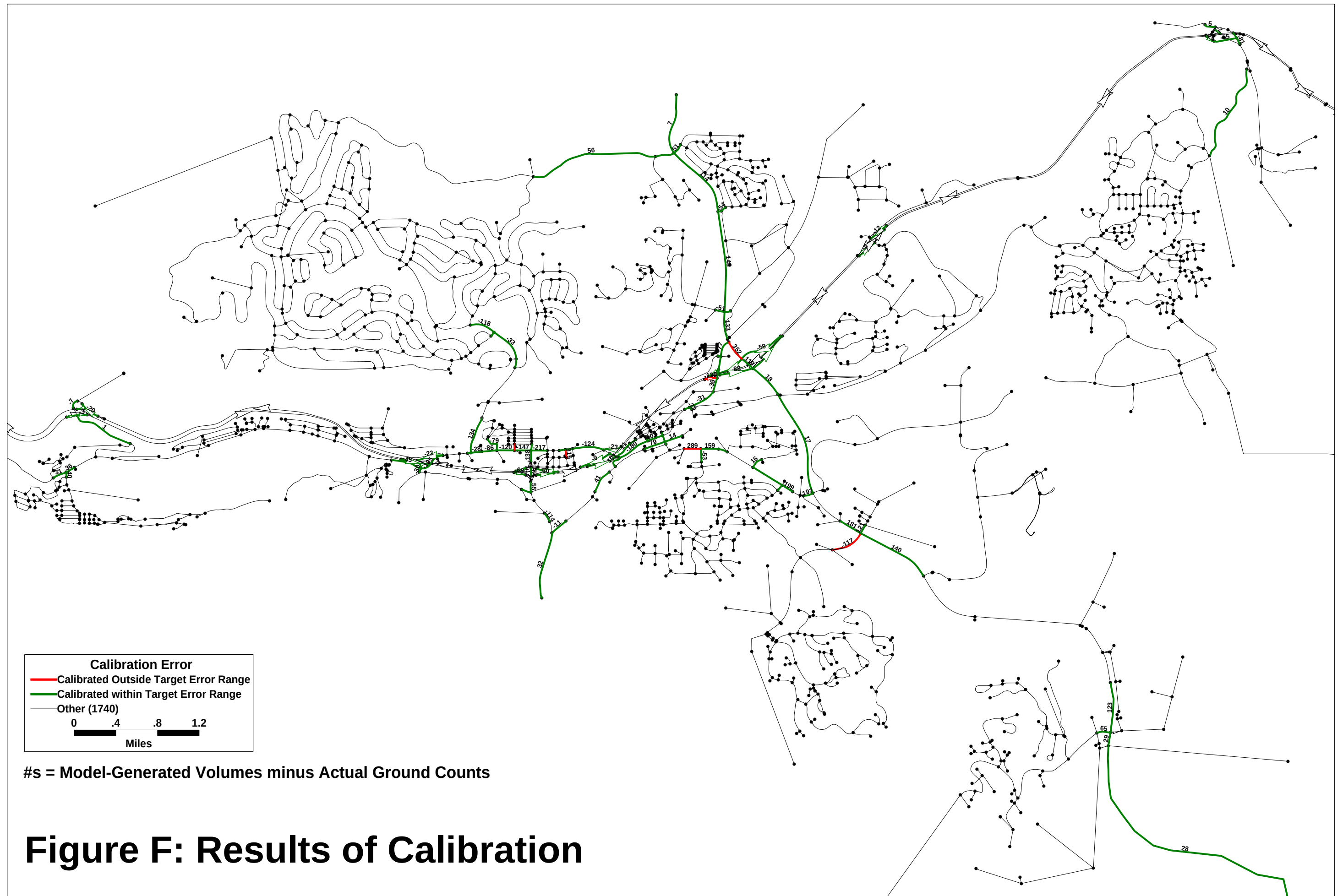


Figure E: Screenlines Used in Calibration



Sub-Appendix I

Future External Growth Assumptions

and

Land Use and Production/Attraction Tables



**TRANSPORTATION PLANNING
& TRAFFIC ENGINEERING CONSULTANTS**

2690 Lake Forest Road, Suite C
Tahoe City, California 96145
(530) 583-4053 FAX: (530) 583-5966
EMAIL: info@lsctahoe.com
www.lsctahoe.com

MEMORANDUM

DATE: March 29, 2004

TO: Town of Truckee Staff

FROM: Gordon Shaw and Becky Bucar, LSC

SUBJECT: Truckee Traffic Model Update - Future Model External-External Trips Growth Assumptions

As you know, we are currently working on updating the Town of Truckee Traffic model as a part of the Truckee General Plan Update. The purpose of this memorandum is to present the Town of Truckee with the set of assumptions we propose to use in estimating the total growth in external-external trips for use in the 2025 model. We hope that individuals in both the Town's Planning and Engineering Departments will review these assumptions and either indicate they are acceptable or provide direction on appropriate changes.

Growth in Traffic at External Nodes

The Town Model encompasses the Town, the Martis Valley area, and several nearby parcels. The "external nodes" to the model network are I-80 west of the Donner Lake interchange, SR 89 north of Alder Creek Road, Hirschdale Road north of I-80, I-80 east of Hirschdale Road, SR 267 at Brockway Summit, SR 89 south of West River Street, and Donner Pass Road west of the Town limits. While the future land use plans within the study area will be used to identify future internal traffic growth, it is necessary to estimate future growth of summer peak-hour traffic activity at these six external points, as a basis to estimate both future external-external (or "through") traffic as well as internal-external traffic.

The internal to external and external to internal trips used in the 2025 model will be dependant upon the land uses assumed under each build out scenario and the associated trip generation of those land uses. However, the growth in external-external traffic will be fixed under each land use alternative. In order to estimate the total future growth in external-external traffic, the total growth in traffic expected at each external node was estimated. The future traffic growth (from 2003 to 2025) at each external node was estimated as follows:

1. SR 89 and SR 267 to the South

Future growth in traffic into and out of the Tahoe Basin through Truckee will almost entirely be a function of development potential in the North Shore and West Shore portions of the Tahoe Basin.

LSC has therefore evaluated this future development potential. Future land use growth in the Tahoe Basin portion of Placer County is determined by the strict land use controls imposed by the TRPA. Growth capacity is identified both for the various "Community Plan Areas," as well as for residential development outside of the Community Plan Areas. The traffic generated by each Community Plan Area and the Squaw Valley/Alpine Meadows area was estimated using the following three sources of data as summarized in Table A:

- Placer County/Truckee Joint Traffic Impact Fee Study - Preliminary Draft Report, LSC, August 2003.
- North Tahoe Community Plan EIR/EIS, TRPA, 1996.
- Kings Beach Commercial Core Traffic Study - Draft Study, LSC, November, 2003.

These studies were also used to estimate the percentage of the total growth in trip generation of each study area would reach the external mode node along SR 267 and SR 89, shown in Table A.

As decided earlier in the model development process, it was assumed that other jurisdictions will fix their capacity-constraining deficiencies by 2025, with the exception of SR 28 in Tahoe City, as there is currently no feasible plan to improve traffic capacity along SR 28 east of Grove Street. (Specifically, this assumes that the existing capacity constraints on SR 89 at Fanny Bridge and on SR 28 at North Stateline are eliminated.) Assuming the capacity constraint along SR 28 remains, traffic growth along SR 89 south of the study area would be dependent on the level of development occurring along the West Shore, in Squaw Valley and Alpine Meadows, and in Tahoe City west of the capacity constraint. Similarly, growth in traffic volumes along SR 267 at Brockway Summit will be dependent upon development occurring in Tahoe City east of the capacity constraint, Tahoe Vista, Canelian Bay, Kings Beach, Crystal Bay, and Incline Village, as well as any growth in through traffic between areas south or east of Incline Village and I-80 and SR 89 North.

2. *I-80 to the West, I-80 to the East, SR 89 to the North, and Hirschdale Road to the North*

The California Department of Transportation and Dowling Associates, Inc. recently developed a Statewide Traffic Model, as described in the document California Statewide Model - Model Description (January 20, 2004). The results of this daily traffic model were used to estimate an annual percent growth rate per year at the following points:

- I-80 west of the SR 89 South Interchange
- I-80 East of the SR 267 Interchange
- SR 89 North of I-80

An annual percent growth rate at each of these locations was estimated by comparing the 2000 model ADT volumes on each link to the 2025 ADT volumes. This growth rate was then applied the total 2003 external-external traffic volumes at each respective node to estimate 2025 traffic volumes. It was assumed that the annual percent growth rate at Hirschdale Road would be similar to the growth rate along SR 89 North.

3. *Donner Pass Road to the West*

The growth along Donner Pass Road on the west end of the model boundaries was estimated based upon the 2 percent growth rate per year growth rate applied in the Royal Gorge EIR. This

growth rate was determined to be appropriate by Nevada County Department of Transportation and Sanitation Staff.

The growth rates estimated above were applied to the 2003 external-external traffic volumes at each external node. The “Fratar” methodology was used to balance the growth at each location. The resulting 2025 summer PM peak-hour external-external traffic volumes are shown in Table B, along with the effective annual percent growth rates.

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Table A: Estimated Future Traffic Growth Along SR 267 and SR 89 South of Model Planning Area

	Trip Generation of New Development				Peak-Hour Trips Reaching SR 267 @ Brockway Summit			Peak-Hour Trips Reaching SR 89 South of West River Street			Source of Data
	In	Out	NB	SB	%	NB	SB	%	NB	SB	
Squaw Valley/Alpine Meadows Development	759	671	671	759	0%	0	0	61%	409	463	1
West Shore/Tahoe City West of Dollar Hill	603	593	593	603	0%	0	0	11%	65	66	1
North Shore East of Dollar Hill	335	294	294	335	22%	65	74	2%	5	6	1
North Stateline Community Plan	48	39	39	48	15%	6	7	0%	0	0	2
Incline Village Commercial Community Plan	45	38	38	45	12%	5	5	0%	0	0	2
Incline Village Tourist Community Plan	98	124	124	98	12%	15	12	0%	0	0	2
Incline Industrial Community Plan	27	23	23	27	11%	3	3	0%	0	0	2
Incline Village Residential Development	461	266	266	461	6%	16	28	0%	0	0	2
Through Trips						20	20		5	5	3
Total Impact						130	149		484	540	

Source 1: Placer County/Truckee Joint Traffic Impact Fee Study - Preliminary Draft Report, LSC, August 2003.

Source 2: North Tahoe Community Plan EIR/EIS, TRPA, 1996.

Source 3: Kings Beach Commercial Core Traffic Study - Draft Study, LSC, November, 2003.

Future External Nodes Growth.wb3

Table B: Truckee-Martis Valley 2025 External-External Summer PM Peak-Hour Trips

From VV To >>	I-80 West	DPR West	89 North	Hirschdale Rd North	I-80 East	267 South	89 South	Total Ext-Ext	Annual Percent Growth Rate
I-80 West		0	34	10	941	60	104	1,149	1.50%
DPR West	0		0	0	8	0	8	16	2.16%
89 North	54	0		0	128	34	13	229	1.72%
Hirschdale Rd North	6	0	0		24	3	6	39	1.69%
I-80 East	818	8	75	24		171	187	1,283	2.40%
267 South	80	0	18	3	137		0	238	1.12%
89 South	101	8	8	7	281	0		405	2.83%
Total	1,059	16	135	44	1,519	268	318	3,359	1.96%
Annual Percent Growth Rate	1.48%	2.16%	1.71%	1.76%	2.38%	1.11%	2.78%	1.96%	

Table C: Build Out of 1996 Truckee General Plan Land Uses (Page 1 of 2)

TAZ #	SFDU Full Time	SFDU Part Time	MFDU Full Time	MFDU Part Time	Glenshire SFDU Full-Time	Mobile Homes	MV SFDU	MV MFDU	MV Pond Pal SFDU	Lodging (rooms)	Highway Commercial (1,000 sf floor area)	Commercial (1,000 sf floor area)	General Office (1,000 sf floor area)	Medical/ Dental Office (1,000 sf floor area)	Government Office (1,000 sf floor area)	Light Industrial (1,000 sf floor area)	Warehousing (1,000 sf floor area)	Golf Course (holes)	Public Park (acres)	Camp/ RV Park (sites)	Church (1,000 sf floor area)	Martis Valley Commercial (1,000 sf floor area)	Martis Valley Office (1,000 sf floor area)	Martis Valley Golf Courses (Effective Holes)	Special Generators	Notes
1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
2	69	203	6	21	0	1	0	0	0	0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
3	119	261	17	29	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	3.1	0	0.0	0.0	0.0	0	0	
4	250	532	9	14	0	0	0	0	0	0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0	11.5	0	0.0	0.0	0.0	0	0	
5	48	87	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
6	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	262.0	154	0.0	0.0	0.0	0	0	
7	85	166	26	44	0	0	0	0	0	96	0.0	23.7	23.9	0.0	3.6	0.9	0.0	0	0.0	6	0.0	0.0	0.0	0	0	
8	31	21	0	0	0	0	0	0	0	93	8.6	221.8	81.6	0.0	0.0	233.3	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
9	0	0	0	0	0	0	0	0	0	0	7.0	38.7	20.2	1.8	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
10	150	213	3	2	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
11	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
12	27	7	140	40	0	0	0	0	0	0	23.7	2.8	0.0	0.0	0.0	0.0	0.0	0	0.0	0	3.7	0.0	0.0	0	0	
13	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.3	0	0.0	0.0	0.0	0	0	
14	0	0	5	0	0	45	0	0	0	8	0.0	68.3	2.4	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
15	142	19	56	4	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	6.1	0	0.0	0.0	0.0	0	0	
16	0	0	0	0	0	0	0	0	0	0	0.0	57.4	6.2	2.4	68.8	0.0	0.0	0	0.0	0	2.4	0.0	0.0	0	0	
17	0	0	0	0	0	0	0	0	0	0	2.9	50.5	0.0	0.0	18.6	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
18	0	0	3	2	0	0	0	0	0	0	0.0	132.6	0.0	0.0	0.0	3.1	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
19	1	1	0	0	0	0	0	0	0	0	0.0	27.3	4.9	42.6	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
20	4	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
21	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
22	0	0	0	0	0	0	0	0	0	42	0.0	61.1	11.8	33.4	29.8	0.0	0.0	0	0.3	0	0.0	0.0	0.0	0	75,543	Hospital in SF
23	74	7	18	1	0	0	0	0	0	0	0.0	0.0	0.0	2.0	14.2	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
24	0	0	50	0	0	0	0	0	0	0	2.0	41.5	43.5	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
25	1	0	22	8	0	95	0	0	0	0	0.0	128.8	13.9	2.4	19.1	40.1	77.9	0	0.0	0	0.0	0.0	0.0	0	0	
26	7	21	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	244.2	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
27	50	161	14	36	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
28	212	623	1	1	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
29	64	181	16	44	0	0	0	0	0	0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
30	117	337	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
31	169	487	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
32	61	198	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
33	274	588	65	119	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	42	0.0	0.0	0.0	0	0	
34	126	261	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
35	355	1049	53	149	0	0	0	0	0	0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
36	0	2	8	22	0	0	0	0	0	0	0.0	8.7	2.0	0.0	0.0	0.0	0.0	18	0.0	0	0.0	0.0	0.0	0	0	
37	260	371	30	38	0	0	0	0	0	0	0.0	0.0	9.2	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
38	41	11	19	5	0	0	0	0	0	13	0.0	26.2	16.4	6.7	0.0	6.3	0.0	0	1.1	0	0.0	0.0	0.0	0	0	
39	29	4	9	2	0	0	0	0	0	10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	3,300	Post Office
40	12	2	5	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	59.3	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
41	3	1	14	2	0	0	0	0	0	3	0.0	3.8	3.2	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
42	0	0	6	0	0	3	0	0	0	0	0.0	99.1	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
43	17	0	2	0	0	0	0	0	0	37	0.0	7.0	5.1	0.0	0.0	0.0	0.0	0	1.0	0	9.3	0.0	0.0	0	0	
44	0	0	0	0	0	0	0	0	0	0	5.1	22.4	0.0	0.0	0.0	3.1	4.8	0	0.0	0	0.0	0.0	0.0	0	0	
45	2	0	0	0	0	0	0	0	0	0	4.2	1.6	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
46	47	3	22	1	0	0	0	0	0	0	0.0	19.9	4.8	0.0	6.9	0.0	3.5	0	0.0	0	0.0	0.0	0.0	0	0	
47	15	2	2	0	0	0	0	0	0	30	0.0	4.9	3.8	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
48	6	0	19	6	0	0	0	0	0	63	0.0	39.1	7.5	0.0	0.0	13.0	10.5	0	0.0	0	0.0	0.0	0.0	0	0	
49	0	0	19	6	0	0	0	0	0	63	0.0	27.4	7.5	0.0	0.0	1.4	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
50	0	0	19	6	0	0	0	0	0	62	0.0	27.4	7.5	0.0	0.0	1.4	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
51	0	0	19	6	0	0	0	0	0	62	0.0	29.3	7.5	0.0	0.0	3.3	0.0	0	1.7	0	0.0	0.0	0.0	0	0	
52	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	17.8	0.0	0.0	0	0.7	0	0.0	0.0	0.0	0	0	
53	0	0	88	29	0	0	0	0	0	200	0.0	37.3	15.9	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
54	33	10	90	30	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0	0.0	0	0.0	0.0	0.0	0	0	
55	75	25	191	59	0	1	0	0	0	150	0.0	15.0	10.0	0.0	0.0	0.8	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
56	325	48	38	5	0	0	0	0	0	0	4.9	17.8	3.2	1.5	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
57	359	8	133	4	0	0	0	0	0	0	0.0	1.8	6.3	0.0	0.0	0.0	0.0	0	0.0	0	23.7	0.0	0.0	0	0	
58	168	36	196	28	0	100	0	0	0	0	0.0	7.0	2.2	2.6	0.0	0.0	0.0	9	0.0	27	0.0	0.0	0.0	0	0	
59	0	0	3	1	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.0	0	0.0	0.0	0.0	0	0	
60	0	0	0	0	0	0	0	0	0	0	8.7	130.7	0.0	0.0	0.0	139.4	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
61	104	18	0	0	0	0	0	0	0	0	4.4	34.8	0.0	0.0	0.0	39.2	0.0	0	0.0	0	14.1	0.0	0.0	0	0	
62	0	0	0	0	0	0	0	0	0	0	8.7	209.1	0.0	0.0	0.0	217.8	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
63	0	0	0	0</																						

Table C: Build Out of 1996 Truckee General Plan Land Uses (Page 2 of 2)

TAZ #	SFDU Full Time	SFDU Part Time	MFDU Full Time	MFDU Part Time	Glenshire SFDU Full-Time	Mobile Homes	MV SFDU	MV MFDU	MV Pond Pal SFDU	Lodging (rooms)	Highway Commercial (1,000 sf floor area)	Commercial (1,000 sf floor area)	General Office (1,000 sf floor area)	Medical/ Dental Office (1,000 sf floor area)	Government Office (1,000 sf floor area)	Light Industrial (1,000 sf floor area)	Warehousing (1,000 sf floor area)	Golf Course (holes)	Public Park (acres)	Camp/ RV Park (sites)	Church (1,000 sf floor area)	Martis Valley Commercial (1,000 sf floor area)	Martis Valley Office (1,000 sf floor area)	Martis Valley Golf Courses (Effective Holes)	Special Generators	Notes
70	0	87	3	0	787	0	0	0	0	0	0.0	16.1	0.0	0.0	0.0	0.0	0.0	0	4.2	8	0.0	0.0	0.0	0	0	
71	42	43	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
72	0	7	0	0	63	0	0	0	0	0	0.0	6.5	3.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
73	17	158	13	115	0	0	0	0	0	20	0.0	19.0	0.0	0.0	0.0	0.0	0.0	18	49.1	0	0.0	0.0	0.0	0	0	
74	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	80.3	0.0	0.0	0	19.6	0	0.0	0.0	0.0	0	0	
75	46	21	6	3	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
76	461	227	0	1	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
77	39	180	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
78	15	68	31	144	0	0	0	0	0	120	18.0	47.0	4.1	0.0	0.0	0.0	0.0	18	0.0	0	15.0	0.0	0.0	0	0	
79	1	0	197	106	0	110	0	0	0	0	54.6	143.3	2.4	0.0	8.5	68.2	22.4	0	0.0	131	0.0	0.0	0.0	0	0	
80	98	53	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	178.5	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
81	85	78	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
82	18	14	0	0	0	1	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
83	63	33	0	0	0	0	0	0	0	0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
84	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0.0	0.0	0.0	0	0	
85	0	0	0	0	0	0	0	0	0	0	0.0	0.0	27.5	0.0	40.1	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
86	0	0	0	0	0	0	0	0	0	0	10.0	89.9	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	2,560	Post Office
87	25	14	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
88	19	89	10	47	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	17.5	0.0	0.0	0	0	
89	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
90	125	22	20	4	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
91	196	91	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
92	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
93	0	63	0	0	187	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
100	0	0	0	0	0	0	87	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	17.0	4	0	
101	0	0	0	0	0	0	13	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	2	0	
102	0	0	0	0	0	0	111	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
103	0	0	0	0	0	0	205	42	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
104	0	0	0	0	0	0	259	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	4	0	
105	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
106	0	0	0	0	0	0	0	0	374	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
107	0	0	0	0	0	0	0	0	75	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
108	0	0	0	0	0	0	232	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	3.5	5	0	
109	0	0	0	0	0	0	232	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
110	0	0	0	0	0	0	850	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	20.0	5	0	
111	0	0	0	0	0	0	359	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	18	0	
112	0	0	0	0	0	0	198	268	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
113	0	0	0	0	0	0	231	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
114	0	0	0	0	0	0	0	1096	0	255	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
115	0	0	0	0	0	0	0	144	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
116	0	0	0	0	0	0	0	354	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	29.0	0	0	
117	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
118	0	0	0	0	0	0	0	294	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	230.0	0.0	0	0	
119	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
120	0	0	0	0	0	0	0	137	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	40.0	0.0	0	0	
121	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
122	0	0	0	0	0	0	39	180	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
123	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	44.0	0.0	0	0	
124	0	0	0	0	0	0	0	270	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
125	0	0	0	0	0	0	6	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
126	0	0	0	0	0	0	6	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
127	0	0	0	0	0	0	19	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
128	0	0	0	0	0	0	123	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	4	0	
129	0	0	0	0	0	0	141	735	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	43.0	0.0	0	0	
130	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
131	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
132	0	0	0	0	0	0	1520	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	43.0	0.0	0	0	
133	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
134	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
135	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
137	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	174.0	0.0	0	0	
138	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	26.0	0.0	0	0	
200	0	0	0	0	0	25	0	0	0	0																

Table D: 1996 General Plan Model Trip Productions and Attractions

TAZ	Productions						Attractions						TOTAL Productions	TOTAL Attractions	TOTAL
	HBW	HBO	NHB	REC	Int-Ext	Ext-Int	HBW	HBO	NHB	REC	Int-Ext	Ext-Int			
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	25	41	18	4	21	0	8	34	16	0	0	13	110	71	182
3	44	67	0	7	28	0	0	4	0	1	0	0	145	5	150
4	87	130	5	13	56	0	2	17	5	2	0	4	291	30	321
5	16	23	0	2	10	0	0	1	0	0	0	0	52	1	53
6	0	0	0	0	0	0	4	0	0	94	0	11	0	109	109
7	34	55	48	6	34	0	45	58	42	2	0	34	177	181	358
8	11	17	359	2	101	0	302	563	328	0	0	301	490	1494	1984
9	0	0	80	0	24	0	50	132	71	0	0	76	104	329	434
10	52	71	0	7	30	0	0	4	0	0	0	0	159	4	163
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	39	45	102	4	59	0	45	167	85	2	0	129	249	429	678
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	11	12	85	1	26	0	40	142	76	0	0	59	136	318	453
15	60	68	0	6	30	0	0	2	0	1	0	0	164	3	168
16	0	0	83	0	20	0	83	134	78	1	0	69	103	366	470
17	0	0	77	0	21	0	45	128	69	0	0	63	97	304	401
18	1	1	162	0	40	0	74	275	145	0	0	113	204	607	811
19	0	0	52	0	13	0	86	78	51	0	0	51	66	267	332
20	1	2	0	0	1	0	0	0	0	0	0	0	4	0	4
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	2	106	0	27	0	129	168	109	0	0	96	134	502	636
23	29	33	3	3	15	0	12	5	4	0	0	5	83	25	108
24	11	12	66	1	22	0	54	108	60	0	0	57	111	280	391
25	26	29	172	2	55	0	128	285	158	0	0	132	284	703	987
26	2	4	27	0	9	0	103	32	32	0	0	42	43	208	250
27	20	34	0	4	14	0	0	3	0	0	0	0	72	3	74
28	72	118	0	13	49	0	0	8	0	0	0	0	252	8	260
29	25	41	0	4	17	0	1	3	0	0	0	1	88	6	94
30	40	65	0	7	27	0	0	5	0	0	0	0	138	5	143
31	57	93	0	10	39	0	2	7	1	0	0	1	200	10	210
32	21	35	0	4	14	0	0	3	0	0	0	0	74	3	77
33	107	161	0	17	67	0	0	10	0	13	0	2	352	26	378
34	43	64	0	6	27	0	0	4	0	0	0	0	139	4	143
35	132	219	19	24	94	0	8	48	17	0	0	13	488	86	574
36	2	3	11	0	4	0	10	21	17	31	0	13	20	92	112
37	95	130	1	12	56	0	6	9	2	0	0	2	295	19	313
38	18	21	40	2	19	0	40	62	37	0	0	33	101	172	273
39	12	14	2	1	6	0	2	0	1	0	0	1	35	4	39
40	5	6	7	0	4	0	25	8	8	0	0	10	22	51	73
41	4	5	6	0	3	0	5	9	5	0	0	4	18	23	41
42	2	2	187	0	64	0	88	271	273	0	0	84	255	716	971
43	6	8	15	1	7	0	13	16	13	5	0	10	38	57	95
44	0	0	49	0	15	0	24	81	43	0	0	47	64	195	259
45	1	1	19	0	8	0	9	32	16	0	0	24	29	80	109
46	21	23	26	2	17	0	19	44	24	0	0	20	89	108	196
47	6	7	11	1	6	0	10	11	9	0	0	7	31	37	68
48	6	10	60	1	19	0	43	85	53	0	0	43	96	224	320
49	4	7	44	1	14	0	30	59	38	0	0	30	70	157	227
50	4	7	44	1	14	0	30	59	38	0	0	30	70	156	226
51	4	7	47	1	14	0	32	63	41	0	0	32	73	167	240
52	0	0	3	0	1	0	11	3	3	0	0	4	4	23	27
53	18	30	78	4	31	0	61	81	66	0	0	50	162	257	419
54	30	36	0	3	15	0	1	2	0	0	0	1	85	4	89
55	66	84	42	8	46	0	37	37	35	0	0	26	247	135	381
56	118	135	43	11	74	0	23	75	38	0	0	43	382	179	561
57	150	168	3	14	75	0	6	10	3	14	0	5	410	37	447
58	120	137	10	12	63	0	12	23	13	24	0	12	342	83	424
59	1	1	0	0	0	0	1	0	0	11	0	1	2	13	14
60	0	0	211	0	57	0	147	347	191	0	0	181	269	866	1134
61	35	41	65	3	37	0	44	108	58	8	0	60	181	278	459
62	0	0	315	0	83	0	223	520	286	0	0	261	399	1290	1688
63	0	5	79	1	25	0	45	100	66	0	0	67	109	278	387
64	0	0	38	0	9	0	96	54	41	0	0	46	47	236	284
65	22	25	0	2	11	0	0	1	0	0	0	0	60	1	61
66	6	11	86	2	26	0	47	120	74	0	0	56	130	298	428
67	1	1	23	0	6	0	93	27	27	5	0	37	0	0	222
68	66	76	0	6	34	0	0	2	0	6	0	1	182	9	191
69	253	295	0	23	130	0	0	12	0	0	0	0	701	12	713
70	190	218	20	17	101	0	9	42	18	3	0	14	546	86	632
71	14	19	0	2	8	0	0	1	0	0	0	0	43	1	43
72	15	17	8	1	10	0	5	15	8	0	0	6	52	34	86
73	9	27	26	4	16	0	18	45	30	39	0	23	81	155	237
74	0	0	13	0	3	0	52	15	15	3	0	20	17	106	123
75	17	20	0	2	9	0	0	1	0	0	0	0	48	1	49
76	157	189	0	16	83	0	0	7	0	0	0	0	445	7	452
77	13	26	0	3	10	0	0	2	0	0	0	0	52	2	54
78	12	30	151	4	59	0	84	224	135	40	0	151	257	633	890
79	66	78	413	7	168	0	221	679	358	42	0	434	733	1734	2467
80	33	40	20	3	23	0	75	25	23	0	0	30	120	153	273
81	29	37	0	3	16	0	0	2	0	0	0	0	85	2	87
82	6	8	0	1	3	0	0	0	0	0	0	0	18	0	19
83	21	26	5	2	13	0	2	9	4	0	0	3	67	18	85
84	0	0	0	0	0	0	4	3	7	31	0	5	0	49	49
85	0	0	11	0	3	0	43	13	13	0	0	17	14	86	99
86	0	0	203	0	69	0	94	304	261	0	0	130	271	788	1060
87	9	10	0	1	5	0	0	0	0	0	0	0	24	0	25
88	9	18	0	2	7	0	1	2	0	10	0	1	35	13	49
89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
90	47	54	0	4	24	0	0	2	0	0	0	0	129	2	130
91	67	80	0	7	35	0	0	3	0	0	0	0	189	3	192
92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
93	45	54	0	4	24	0	0	2	0	0	0	0	127	2	130
100	2	17	3	2	9	0	12	6	5	7	0	5	32	35	67
101	0	3	0	0	1	0	0	1	1	3	0	1	4	6	10
102	2	22	0	2	10	0	0	3	0	0	0	0	37	3	40
103	5	48	0	5	21	0	0	7	0	0	0	0	79	7	86
104	5	52	0	5	23	0	1	8	2	7	0	1	85	19	104
105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
106	123	135	0	11	60	0	0	4	0	0	0	0	329	4	333
107	25	27	0	2	12	0	0	1	0	0	0	0	66	1	67
108	5	46	1	5	21	0	3	8	3	9	0	2	77	25	102
109	5	46	0	5	21	0	0	7	0	0	0	0	77	7	84
110	17	170	3	17	77	0	14	30	6	9	0	6	285	65	349
111	7	72	0	7	32	0	4	13	7	31	0	5	118	60	179
112	9	82	0	9	37	0	0	11	0	0	0	0	138	11	149
113	5	46	0	5	21	0	0	7	0	0	0	0	76	7	83
114	22	186	38	24	89	0	38	22	28	0	0	18	360	106	466
115	3	23	0	3	10	0	0	3	0	0	0	0	39	3	42

Table E: Proposed General Plan Land Uses (Page 1 of 2)

TAZ #	SFDU Full Time	SFDU Part Time	MFDU Full Time	MFDU Part Time	Glenshire SFDU Full-Time	Mobile Homes	MV SFDU	MV MFDU	MV Pond Pal SFDU	Lodging (rooms)	Highway Commercial (1,000 sf floor area)	Commercial (1,000 sf floor area)	General Office (1,000 sf floor area)	Medical/ Dental Office (1,000 sf floor area)	Government Office (1,000 sf floor area)	Light Industrial (1,000 sf floor area)	Warehousing (1,000 sf floor area)	Golf Course (holes)	Public Park (acres)	Camp/ RV Park (sites)	Church (1,000 sf floor area)	Martis Valley Commercial (1,000 sf floor area)	Martis Valley Office (1,000 sf floor area)	Martis Valley Golf Courses (Effective Holes)	Special Generators	Notes	
1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
2	69	203	6	21	0	1	0	0	0	0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
3	119	261	17	29	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	3.1	0	0.0	0.0	0.0	0	0		
4	250	532	9	14	0	0	0	0	0	0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0	11.5	0	0.0	0.0	0.0	0	0		
5	48	87	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
6	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	262.0	154	0.0	0.0	0.0	0	0		
7	85	166	26	44	0	0	0	0	0	96	0.0	23.7	23.9	0.0	3.6	0.9	0.0	0	0.0	6	0.0	0.0	0.0	0	0		
8	121	81	60	40	0	0	0	0	0	193	74.3	6.1	6.6	0.0	0.0	0.0	0.0	0	105.0	0	0.0	0.0	0.0	0	0		
9	0	0	0	0	0	0	0	0	0	0	7.0	38.7	20.2	1.8	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
10	150	213	3	2	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
11	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
12	27	7	140	40	0	0	0	0	0	0	23.7	2.8	0.0	0.0	0.0	0.0	0.0	0	0.0	0	3.7	0.0	0.0	0	0		
13	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.3	0	0.0	0.0	0.0	0	0		
14	0	0	5	0	0	45	0	0	0	8	0.0	68.3	2.4	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
15	142	19	56	4	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	6.1	0	0.0	0.0	0.0	0	0		
16	0	0	0	0	0	0	0	0	0	0	0.0	57.4	6.2	2.4	68.8	0.0	0.0	0	0.0	0	2.4	0.0	0.0	0	0		
17	0	0	0	0	0	0	0	0	0	0	2.9	50.5	0.0	0.0	18.6	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
18	0	0	3	2	0	0	0	0	0	0	0.0	132.6	0.0	0.0	0.0	3.1	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
19	1	1	0	0	0	0	0	0	0	0	0.0	27.3	4.9	42.6	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
20	4	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
21	0	0	0	0	0	0	0	0	0	0	0.0	61.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
22	0	0	0	0	0	0	0	0	0	42	0.0	61.1	11.8	33.4	29.8	0.0	0.0	0	0.3	0	0.0	0.0	0.0	0	75,543	Hospital in SF	
23	74	7	18	1	0	0	0	0	0	0	0.0	0.0	0.0	2.0	14.2	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
24	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	500		
25	1	0	22	8	0	95	0	0	0	0	0.0	128.8	13.9	2.4	19.1	40.1	77.9	0	0.0	0	0.0	0.0	0.0	0	0		
26	30	22	63	9	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	453.2	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
27	50	161	14	36	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
28	212	623	1	1	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
29	64	181	16	44	0	0	0	0	0	0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
30	117	337	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
31	169	487	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
32	61	198	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
33	274	588	65	119	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	42	0.0	0.0	0.0	0.0	0	0	
34	126	261	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
35	355	1049	53	149	0	0	0	0	0	0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
36	0	2	8	22	0	0	0	0	0	0	0.0	8.7	2.0	0.0	0.0	0.0	0.0	18	0.0	0	0.0	0.0	0.0	0.0	0	0	
37	260	371	30	38	0	0	0	0	0	0	0.0	0.0	9.2	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
38	41	11	19	5	0	0	0	0	0	13	0.0	26.2	16.4	6.7	0.0	6.3	0.0	0	1.1	0	0.0	0.0	0.0	0.0	0	0	
39	29	4	9	2	0	0	0	0	0	10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	3,300		
40	12	2	5	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	59.3	0.0	0	0.0	0	0.0	0.0	0.0	0	0		
41	3	1	14	2	0	0	0	0	0	3	0.0	3.8	3.2	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
42	0	0	6	0	0	3	0	0	0	0	0.0	99.1	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
43	17	0	2	0	0	0	0	0	0	37	0.0	7.0	5.1	0.0	0.0	0.0	0.0	0	1.0	0	9.3	0.0	0.0	0.0	0	0	
44	0	0	0	0	0	0	0	0	0	0	5.1	22.4	0.0	0.0	0.0	3.1	4.8	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
45	2	0	0	0	0	0	0	0	0	0	4.2	1.6	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
46	47	3	22	1	0	0	0	0	0	0	0.0	19.9	4.8	0.0	6.9	0.0	3.5	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
47	15	2	2	0	0	0	0	0	0	30	0.0	4.9	3.8	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
48	6	0	19	6	0	0	0	0	0	63	0.0	39.1	7.5	0.0	0.0	13.0	10.5	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
49	0	0	19	6	0	0	0	0	0	63	0.0	27.4	7.5	0.0	0.0	1.4	0.0	0	0.4	0	0.0	0.0	0.0	0.0	0	0	
50	0	0	19	6	0	0	0	0	0	62	0.0	27.4	7.5	0.0	0.0	1.4	0.0	0	0.4	0	0.0	0.0	0.0	0.0	0	0	
51	0	0	19	6	0	0	0	0	0	62	0.0	29.3	7.5	0.0	0.0	3.3	0.0	0	1.8	0	0.0	0.0	0.0	0.0	0	0	
52	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	17.8	0.0	0.0	0	0.7	0	0.0	0.0	0.0	0.0	0	0	
53	0	0	88	29	0	0	0	0	0	200	0.0	37.3	15.9	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
54	33	10	90	30	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
55	75	25	191	59	0	1	0	0	0	150	0.0	15.0	10.0	0.0	0.0	0.8	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
56	325	48	38	5	0	0	0	0	0	0	4.9	17.8	3.2	1.5	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
57	359	8	133	4	0	0	0	0	0	0	0.0	1.8	6.3	0.0	0.0	0.0	0.0	0	0.0	0	23.7	0.0	0.0	0.0	0	0	
58	239	60	234	40	0	100	0	0	0	0	0.0	7.0	2.2	2.6	0.0	0.0	0.0	9	0.0	27	0.0	0.0	0.0	0.0	0	0	
59	0	0	3	1	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.0	0	0.0	0.0	0.0	0.0	0	0	
60	0	0	0	0	0	0	0	0	0	0	10.0	195.0	40.0	0.0	0.0	110.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
61	104	18	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	14.1	0.0	0.0	0.0	0	0	
62	0																										

Table E: Proposed General Plan Land Uses (Page 2 of 2)

TAZ #	SFDU Full Time	SFDU Part Time	MFDU Full Time	MFDU Part Time	Glenshire SFDU Full-Time	Mobile Homes	MV SFDU	MV MFDU	MV Pond Pal SFDU	Lodging (rooms)	Highway Commercial (1,000 sf floor area)	Commercial (1,000 sf floor area)	General Office (1,000 sf floor area)	Medical/ Dental Office (1,000 sf floor area)	Government Office (1,000 sf floor area)	Light Industrial (1,000 sf floor area)	Warehousing (1,000 sf floor area)	Golf Course (holes)	Public Park (acres)	Camp/ RV Park (sites)	Church (1,000 sf floor area)	Martis Valley Commercial (1,000 sf floor area)	Martis Valley Office (1,000 sf floor area)	Martis Valley Golf Courses (Effective Holes)	Special Generators	Notes
70	0	87	3	0	787	0	0	0	0	0	0.0	16.1	0.0	0.0	0.0	0.0	0	4.2	8	0	0.0	0.0	0	0	0	
71	0	46	0	0	45	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	0	
72	0	7	0	0	63	0	0	0	0	0	0.0	6.5	3.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	0	
73	24	151	13	115	0	0	0	0	0	20	0.0	19.0	0.0	0.0	0.0	0.0	18	49.1	0	0.0	0.0	0.0	0.0	0	0	
74	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	80.3	0.0	0	19.6	0	0.0	0.0	0.0	0.0	0	0	
75	46	21	6	3	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	0	Hirschdale Cindercone Quarry
76	461	227	0	1	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
77	39	180	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0	0	0	
78	15	68	31	144	0	0	0	0	0	120	18.0	47.0	4.1	0.0	0.0	0.0	18	0.0	0	15.0	0.0	0.0	0	0	0	
79	1	0	197	106	0	110	0	0	0	0	44.8	143.3	2.4	0.0	8.5	68.2	22.4	0	0.0	131	0.0	0.0	0.0	0	0	
80	77	42	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	178.5	0.0	0	0.0	0	0.0	0.0	0.0	0	0	
81	85	78	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
82	18	14	0	0	0	1	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
83	47	25	0	0	0	0	0	0	0	0	0.0	3.8	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
84	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0.0	0.0	0.0	0.0	0	0	
85	0	0	0	0	0	0	0	0	0	0	0.0	0.0	27.5	0.0	40.1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
86	0	0	0	0	0	0	0	0	0	0	10.0	89.9	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	2,560	Post Office
87	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
88	19	89	10	47	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	17.5	0.0	0.0	0	0	0	
89	0	0	50	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
90	125	22	20	4	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
91	196	91	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
92	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	50	
93	0	63	0	0	187	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
100	0	0	0	0	0	0	87	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	17.0	4	0	
101	0	0	0	0	0	0	13	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	2	0	
102	0	0	0	0	0	0	111	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
103	0	0	0	0	0	0	205	42	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
104	0	0	0	0	0	0	259	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	4	0	
105	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
106	0	0	0	0	0	0	0	0	374	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
107	0	0	0	0	0	0	0	0	75	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
108	0	0	0	0	0	0	232	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	3.5	5	0	
109	0	0	0	0	0	0	232	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
110	0	0	0	0	0	0	850	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	20.0	5	0	
111	0	0	0	0	0	0	359	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	18	0	
112	0	0	0	0	0	0	198	268	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
113	0	0	0	0	0	0	231	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
114	0	0	0	0	0	0	0	1096	0	255	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
115	0	0	0	0	0	0	0	144	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
116	0	0	0	0	0	0	0	354	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	29.0	0	0	
117	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
118	0	0	0	0	0	0	0	294	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	230.0	0.0	0	0	
119	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
120	0	0	0	0	0	0	0	137	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	40.0	0.0	0	0	
121	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
122	0	0	0	0	0	0	39	180	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
123	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	44.0	0.0	0	0	
124	0	0	0	0	0	0	0	270	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
125	0	0	0	0	0	0	6	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
126	0	0	0	0	0	0	6	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
127	0	0	0	0	0	0	19	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
128	0	0	0	0	0	0	123	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	4	0	
129	0	0	0	0	0	0	141	735	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	43.0	0.0	0	0	
130	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
131	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
132	0	0	0	0	0	0	1520	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	43.0	0.0	0	0	
133	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
134	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
135	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0	0	
137	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	174.0	0.0	0	0	
138	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0.0	26.0	0.0	0	0	
200	0	0	0	0	0	25	0	0	0	0	2.0	2.0														

Table F: Proposed General Plan Model Trip Productions and Attractions

TAZ	Productions						Attractions						TOTAL Productions	TOTAL Attractions	TOTAL
	HBW	HBO	NHB	REC	Int-Ext	Ext-Int	HBW	HBO	NHB	REC	Int-Ext	Ext-Int			
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	25	41	18	5	21	0	8	34	16	0	0	13	110	71	182
3	44	67	0	8	27	0	0	4	0	1	0	0	145	5	150
4	87	130	5	16	53	0	2	17	5	2	0	4	291	30	321
5	16	23	0	3	9	0	0	1	0	0	0	0	52	1	53
6	0	0	0	0	0	0	4	0	0	94	0	11	0	109	109
7	34	55	48	8	33	0	45	58	42	2	0	34	178	181	359
8	54	75	347	11	160	0	175	516	287	18	0	418	647	1,413	2,060
9	0	0	80	0	24	0	50	132	71	0	0	76	104	329	434
10	52	71	0	8	29	0	0	4	0	0	0	0	159	4	163
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	39	45	102	4	58	0	45	167	85	2	0	129	249	429	678
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	11	12	85	1	26	0	40	142	76	0	0	59	135	318	453
15	60	68	0	7	29	0	0	2	0	1	0	0	164	3	168
16	0	0	83	0	20	0	83	134	78	1	0	69	103	366	470
17	0	0	77	0	21	0	45	128	69	0	0	63	97	304	401
18	1	1	162	0	40	0	74	275	145	0	0	113	204	607	811
19	0	0	52	0	13	0	86	78	51	0	0	51	66	267	332
20	1	2	0	0	1	0	0	0	0	0	0	0	4	0	4
21	0	0	74	0	18	0	34	126	66	0	0	52	93	278	371
22	0	2	106	1	27	0	129	168	109	0	0	96	135	502	637
23	29	33	3	3	15	0	12	5	4	0	0	5	83	25	108
24	0	0	5	0	0	0	25	10	10	0	0	10	5	55	60
25	26	29	172	2	54	0	128	285	158	0	0	132	283	703	986
26	23	28	50	3	25	0	190	60	59	0	0	77	129	386	516
27	20	34	0	4	13	0	0	3	0	0	0	0	72	3	74
28	72	118	0	15	47	0	0	8	0	0	0	0	252	8	260
29	25	41	0	5	16	0	1	3	0	0	0	1	88	6	94
30	40	65	0	8	25	0	0	5	0	0	0	0	138	5	143
31	57	93	0	12	37	0	2	7	1	0	0	1	200	10	210
32	21	35	0	4	14	0	0	3	0	0	0	0	74	3	77
33	107	161	0	19	64	0	0	10	0	13	0	2	352	26	378
34	43	64	0	8	25	0	0	4	0	0	0	0	139	4	143
35	132	219	19	27	91	0	8	48	17	0	0	13	488	86	574
36	2	3	11	0	4	0	10	21	17	31	0	13	20	92	112
37	95	130	1	15	53	0	6	9	2	0	0	2	295	19	313
38	18	21	40	2	19	0	40	62	37	0	0	33	101	172	273
39	12	14	2	2	6	0	2	0	1	0	0	1	35	4	39
40	5	6	7	1	4	0	25	8	8	0	0	10	22	51	73
41	4	5	6	0	3	0	5	9	5	0	0	4	18	23	41
42	2	2	187	0	64	0	88	271	273	0	0	84	255	716	971
43	6	8	15	1	7	0	13	16	13	5	0	10	38	57	95
44	0	0	49	0	15	0	24	81	43	0	0	47	64	195	259
45	1	1	19	0	8	0	9	32	16	0	0	24	29	80	109
46	21	23	26	2	16	0	19	44	24	0	0	20	89	108	196
47	6	7	11	1	6	0	10	11	9	0	0	7	31	37	68
48	6	10	60	2	19	0	43	85	53	0	0	43	96	224	321
49	4	7	44	2	14	0	30	59	38	0	0	30	71	157	228
50	4	7	44	2	14	0	30	59	38	0	0	30	71	156	227
51	4	7	47	2	14	0	32	63	41	0	0	32	74	167	241
52	0	0	3	0	1	0	11	3	3	0	0	4	4	23	27
53	18	30	78	6	31	0	61	81	66	0	0	50	164	257	421
54	30	36	0	4	15	0	1	2	0	0	0	1	85	4	89
55	66	84	42	11	45	0	37	37	35	0	0	26	248	135	383
56	118	135	43	14	70	0	23	75	38	0	0	43	382	179	561
57	150	168	3	17	72	0	6	10	3	14	0	5	410	37	447
58	152	175	10	17	76	0	12	24	13	24	0	12	430	84	515
59	1	1	0	0	0	0	1	0	0	11	0	1	2	13	14
60	0	0	298	0	80	0	198	493	269	0	0	248	378	1,207	1,585
61	35	41	0	4	17	0	0	1	0	8	0	1	97	11	108
62	64	73	101	7	57	0	79	170	93	0	0	79	302	422	723
63	0	5	79	2	25	0	45	100	66	0	0	67	111	278	388
64	0	0	38	0	9	0	96	54	41	0	0	46	47	236	284
65	22	25	0	2	11	0	0	1	0	0	0	0	60	1	61
66	6	11	86	3	26	0	47	120	74	0	0	56	131	298	429
67	0	0	23	0	6	0	102	27	27	172	0	56	29	385	415
68	66	76	0	8	32	0	0	2	0	6	0	1	182	9	191
69	253	295	0	33	119	0	0	12	0	0	0	0	701	12	713
70	190	218	20	25	93	0	9	42	18	3	0	14	546	86	632
71	11	15	0	2	6	0	0	1	0	0	0	0	33	1	34
72	15	17	8	2	9	0	5	15	8	0	0	6	52	34	86
73	11	29	26	4	17	0	18	45	30	39	0	23	87	155	243
74	0	0	13	0	3	0	52	15	15	3	0	20	17	106	123
75	17	20	0	2	8	0	0	1	0	0	0	0	48	1	49
76	157	189	0	21	78	0	0	7	0	0	0	0	445	7	452
77	13	26	0	3	10	0	0	2	0	0	0	0	52	2	54
78	12	30	151	6	59	0	84	224	135	40	0	151	258	633	891
79	66	78	372	7	151	0	203	614	324	42	0	381	675	1,564	2,239
80	26	32	20	3	19	0	75	24	23	0	0	30	100	153	253
81	29	37	0	4	15	0	0	2	0	0	0	0	85	2	87
82	6	8	0	1	3	0	0	0	0	0	0	0	18	0	19
83	16	19	5	2	9	0	2	9	4	0	0	3	51	18	69
84	0	0	0	0	0	0	4	3	7	31	0	5	0	49	49
85	0	0	11	0	3	0	43	13	13	0	0	17	14	86	99
86	0	0	203	0	69	0	94	304	261	0	0	130	271	788	1,060
87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
88	9	18	0	2	7	0	1	2	0	10	0	1	35	13	49
89	11	12	0	1	5	0	0	0	0	0	0	0	28	0	29
90	47	54	0	6	23	0	0	2	0	0	0	0	129	2	130
91	67	80	0	9	33	0	0	3	0	0	0	0	189	3	192
92	0	0	16	0	4	0	8	28	15	0	0	12	20	62	83
93	45	54	0	6	22	0	0	2	0	0	0	0	127	2	130
100	2	17	3	3	8	0	12	6	5	7	0	5	32	35	67
101	0	3	0	0	1	0	0	1	1	3	0	1	4	6	10
102	2	22	0	3	9	0	0	3	0	0	0	0	37	3	40
103	5	48	0	7	19	0	0	7	0	0	0	0	79	7	86
104	5	52	0	8	21	0	1	8	2	7	0	1	85	19	104
105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
106	123	135	0	15	56	0	0	4	0	0	0	0	329	4	333
107	25	27	0	3	11	0	0	1	0	0	0	0	66	1	67
108	5	46	1	7	19	0	3	8	3	9	0	2	77	25	102
109	5	46	0	7	19	0	0	7	0	0	0	0	77	7	84
110	17	170	3	26	69	0	14	30	6	9	0	6	285	65	349
111	7	72	0	11	29	0	4	13	7	31	0	5	118	60	179
112	9	82	0	11	35	0	0	11	0	0	0	0	138	11	149
113	5	46	0	7	18	0	0	7	0	0	0	0	76	7	83
114	22	186	38	27	89	0	38	22	28	0	0	18	362	106	468
115	3	23	0	3	10	0	0	3	0	0	0	0	39		

Sub-Appendix J

2025 Intersection LOS Calculations

2025 Intersection LOS
1996 General Plan

Truckee General Plan
LSC # 037191

Scenario: 2025 Existing Gen Plan Land Uses

Command: Default Command
Volume: Sum
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Summer
Trip Distribution: Default Trip Distribution
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

Truckee General Plan
LSC # 037191

Turning Movement Report
summer weekday

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 DPR/I-80 EB/Coldstream Road													
Base	104	378	448	41	97	13	130	241	97	593	414	83	2639
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	104	378	448	41	97	13	130	241	97	593	414	83	2639
#2 I-80 WB on Ramp/DPR (Western													
Base	357	0	97	0	0	0	0	672	56	0	727	0	1909
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	357	0	97	0	0	0	0	672	56	0	727	0	1909
#3 DPR/Northwoods Blvd													
Base	1	1	5	248	0	308	318	516	0	3	616	230	2246
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	5	248	0	308	318	516	0	3	616	230	2246
#4 SR 89/Donner Pass Road													
Base	511	131	245	88	96	56	96	424	524	338	547	86	3142
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	511	131	245	88	96	56	96	424	524	338	547	86	3142
#5 SR 89 S/Deerfield Drive													
Base	226	849	33	121	832	456	475	10	87	25	12	149	3275
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	226	849	33	121	832	456	475	10	87	25	12	149	3275
#6 SR 89 South/West River Street													
Base	0	792	364	197	809	0	0	0	0	314	0	166	2642
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	792	364	197	809	0	0	0	0	314	0	166	2642
#7 DPR/I-80 WB Central													
Base	0	0	0	51	0	130	0	982	0	0	748	0	1911
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	51	0	130	0	982	0	0	748	0	1911
#8 I-80 BB / DPR Central													
Base	8	0	104	0	0	0	0	999	0	0	758	0	1869
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	0	104	0	0	0	0	999	0	0	758	0	1869
#9 West River/McIver Crossing													
Base	3	9	9	346	9	81	89	626	4	8	458	349	1991
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	9	9	346	9	81	89	626	4	8	458	349	1991

Truckee General Plan
LSC # 037191

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#10 DPR/Bridge Street													
Base	420	178	473	77	357	62	53	241	199	376	227	45	2708
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	420	178	473	77	357	62	53	241	199	376	227	45	2708
#11 Bridge Street West River St													
Base	674	696	18	31	700	201	339	19	669	24	21	36	3428
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	674	696	18	31	700	201	339	19	669	24	21	36	3428
#12 Brockway Road/Palisades Drive													
Base	196	0	157	0	0	0	0	905	366	155	1066	0	2845
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	196	0	157	0	0	0	0	905	366	155	1066	0	2845
#13 DPR/Glenshire Drive													
Base	248	0	279	0	0	0	0	362	566	458	256	0	2169
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	248	0	279	0	0	0	0	362	566	458	256	0	2169
#14 I-80 EB/DPR Eastern													
Base	0	737	0	0	560	0	278	0	202	0	0	0	1777
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	737	0	0	560	0	278	0	202	0	0	0	1777
#15 I-80 WB/DPR Eastern													
Base	97	859	0	0	560	133	0	0	0	0	0	0	1649
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	97	859	0	0	560	133	0	0	0	0	0	0	1649
#16 DPR/Pioneer Trail													
Base	205	650	0	0	490	519	486	0	183	0	0	0	2533
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	205	650	0	0	490	519	486	0	183	0	0	0	2533
#17 DPR/SR 89 North													
Base	652	192	320	42	295	375	572	0	588	371	0	43	3450
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	652	192	320	42	295	375	572	0	588	371	0	43	3450
#18 SR 267 Bypass/I-80 WB													
Base	659	690	0	0	1011	243	0	0	0	570	8	473	3654
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	659	690	0	0	1011	243	0	0	0	570	8	473	3654
#19 SR 267 Bypass/I-80 EB													
Base	0	1202	726	508	1072	0	147	0	506	0	0	0	4161
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1202	726	508	1072	0	147	0	506	0	0	0	4161

Truckee General Plan
LSC # 037191

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#20 SR 267/Brockway Road/Joerger Drive													
Base	599	1110	185	292	855	432	419	267	595	169	435	400	5758
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	599	1110	185	292	855	432	419	267	595	169	435	400	5758
#21 SR 267/Airport Road/Schaffer Mill Road													
Base	34	1285	51	101	1159	281	406	27	60	59	23	100	3586
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	34	1285	51	101	1159	281	406	27	60	59	23	100	3586
#22 SR 267/Waddle Ranch Access													
Base	0	1225	48	135	1147	0	0	0	0	51	0	153	2759
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1225	48	135	1147	0	0	0	0	51	0	153	2759
#23 SR 267/Northstar Drive													
Base	109	643	1	3	929	266	630	0	127	0	0	0	2708
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	109	643	1	3	929	266	630	0	127	0	0	0	2708
#24 SR 267/Northstar Highlands Drive													
Base	32	507	27	218	639	199	0	6	42	37	4	246	1957
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	32	507	27	218	639	199	0	6	42	37	4	246	1957
#25 SR 28/SR 267													
Base	1	0	3	412	1	331	434	1078	1	3	849	944	4057
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	3	412	1	331	434	1078	1	3	849	944	4057
#26 SR 89/Squaw Valley Road													
Base	534	529	10	10	671	540	600	0	514	10	10	10	3438
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	534	529	10	10	671	540	600	0	514	10	10	10	3438
#27 SR 89/Alpine Meadows Road													
Base	245	991	0	0	1009	186	82	0	116	0	0	0	2629
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	245	991	0	0	1009	186	82	0	116	0	0	0	2629
#28 SR 89/Fairway Drive													
Base	0	0	0	20	0	16	2	1126	0	0	1220	18	2402
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	20	0	16	2	1126	0	0	1220	18	2402
#29 SR 89/SR 28 (Tahoe City 'Y')													
Base	803	70	7	57	53	35	42	513	55	484	499	33	2651
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	803	70	7	57	53	35	42	513	55	484	499	33	2651

Truckee General Plan
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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume

Truckee General Plan
LSC # 037191

Link Volume Report
summer weekday

Volume Type	NB Link			SB Link			EB Link			WB Link			Total Volume
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
#1 DPR/I-80 EB/Coldstream Road													
Base	930	787	1717	151	591	742	468	531	999	1090	730	1820	5278
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	930	787	1717	151	591	742	468	531	999	1090	730	1820	5278
#2 I-80 WB on Ramp/DPR (Western													
Base	454	56	510	0	0	0	728	1084	1812	727	769	1496	3818
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	454	56	510	0	0	0	728	1084	1812	727	769	1496	3818
#3 DPR/Northwoods Blvd													
Base	7	3	10	556	549	1105	834	925	1759	849	769	1618	4492
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	3	10	556	549	1105	834	925	1759	849	769	1618	4492
#4 SR 89/Donner Pass Road													
Base	887	958	1845	240	313	553	1044	1114	2158	971	757	1728	6284
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	887	958	1845	240	313	553	1044	1114	2158	971	757	1728	6284
#5 SR 89 S/Deerfield Drive													
Base	1108	944	2052	1409	1473	2882	572	694	1266	186	164	350	6550
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1108	944	2052	1409	1473	2882	572	694	1266	186	164	350	6550
#6 SR 89 South/West River Street													
Base	1156	1123	2279	1006	958	1964	0	0	0	480	561	1041	5284
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1156	1123	2279	1006	958	1964	0	0	0	480	561	1041	5284
#7 DPR/I-80 WB Central													
Base	0	0	0	181	0	181	982	878	1860	748	1033	1781	3822
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	181	0	181	982	878	1860	748	1033	1781	3822
#8 I-80 BB / DPR Central													
Base	112	0	112	0	0	0	999	766	1765	758	1103	1861	3738
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	112	0	112	0	0	0	999	766	1765	758	1103	1861	3738
#9 West River/McIver Crossing													
Base	21	21	42	436	447	883	719	542	1261	815	981	1796	3982
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	21	21	42	436	447	883	719	542	1261	815	981	1796	3982

Truckee General Plan
LSC # 037191

Volume Type	NB Link			SB Link			EB Link			WB Link			Total Volume
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
#10 DPR/Bridge Street													
Base	1071	932	2003	496	276	772	493	709	1202	648	791	1439	5416
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1071	932	2003	496	276	772	493	709	1202	648	791	1439	5416
#11 Bridge Street West River St													
Base	1388	1393	2781	932	1071	2003	1027	896	1923	81	68	149	6856
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1388	1393	2781	932	1071	2003	1027	896	1923	81	68	149	6856
#12 Brockway Road/Palisades Drive													
Base	353	521	874	0	0	0	1271	1262	2533	1221	1062	2283	5690
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	353	521	874	0	0	0	1271	1262	2533	1221	1062	2283	5690
#13 DPR/Glenshire Drive													
Base	527	1024	1551	0	0	0	928	504	1432	714	641	1355	4338
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	527	1024	1551	0	0	0	928	504	1432	714	641	1355	4338
#14 I-80 EB/DPR Eastern													
Base	737	762	1499	560	1015	1575	480	0	480	0	0	0	3554
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	737	762	1499	560	1015	1575	480	0	480	0	0	0	3554
#15 I-80 WB/DPR Eastern													
Base	956	560	1516	693	859	1552	0	230	230	0	0	0	3298
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	956	560	1516	693	859	1552	0	230	230	0	0	0	3298
#16 DPR/Pioneer Trail													
Base	855	673	1528	1009	1136	2145	669	724	1393	0	0	0	5066
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	855	673	1528	1009	1136	2145	669	724	1393	0	0	0	5066
#17 DPR/SR 89 North													
Base	1164	1254	2418	712	807	1519	1160	1027	2187	414	362	776	6900
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1164	1254	2418	712	807	1519	1160	1027	2187	414	362	776	6900
#18 SR 267 Bypass/I-80 WB													
Base	1349	1581	2930	1254	1163	2417	0	910	910	1051	0	1051	7308
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1349	1581	2930	1254	1163	2417	0	910	910	1051	0	1051	7308
#19 SR 267 Bypass/I-80 EB													
Base	1928	1578	3506	1580	1349	2929	653	0	653	0	1234	1234	8322
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1928	1578	3506	1580	1349	2929	653	0	653	0	1234	1234	8322

Truckee General Plan
LSC # 037191

Volume Type	NB Link			SB Link			EB Link			WB Link			Total Volume
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
#20 SR 267/Brockway Road/Joerger Drive													
Base	1894	1619	3513	1579	1929	3508	1281	1466	2747	1004	744	1748	11516
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1894	1619	3513	1579	1929	3508	1281	1466	2747	1004	744	1748	11516
#21 SR 267/Airport Road/Schaffer Mill Road													
Base	1370	1278	2648	1541	1791	3332	493	338	831	182	179	361	7172
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1370	1278	2648	1541	1791	3332	493	338	831	182	179	361	7172
#22 SR 267/Waddle Ranch Access													
Base	1273	1198	2471	1282	1378	2660	0	0	0	204	183	387	5518
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1273	1198	2471	1282	1378	2660	0	0	0	204	183	387	5518
#23 SR 267/Northstar Drive													
Base	753	1056	1809	1198	1273	2471	757	375	1132	0	4	4	5416
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	753	1056	1809	1198	1273	2471	757	375	1132	0	4	4	5416
#24 SR 267/Northstar Highlands Drive													
Base	566	718	1284	1056	753	1809	48	235	283	287	251	538	3914
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	566	718	1284	1056	753	1809	48	235	283	287	251	538	3914
#25 SR 28/SR 267													
Base	4	5	9	744	1378	2122	1513	1181	2694	1796	1493	3289	8114
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	5	9	744	1378	2122	1513	1181	2694	1796	1493	3289	8114
#26 SR 89/Squaw Valley Road													
Base	1073	1195	2268	1221	1139	2360	1114	1084	2198	30	20	50	6876
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1073	1195	2268	1221	1139	2360	1114	1084	2198	30	20	50	6876
#27 SR 89/Alpine Meadows Road													
Base	1236	1125	2361	1195	1073	2268	198	431	629	0	0	0	5258
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1236	1125	2361	1195	1073	2268	198	431	629	0	0	0	5258
#28 SR 89/Fairway Drive													
Base	0	0	0	36	20	56	1128	1236	2364	1238	1146	2384	4804
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	36	20	56	1128	1236	2364	1238	1146	2384	4804
#29 SR 89/SR 28 (Tahoe City 'Y')													
Base	880	592	1472	145	145	290	610	1337	1947	1016	577	1593	5302
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	880	592	1472	145	145	290	610	1337	1947	1016	577	1593	5302

Truckee General Plan
LSC # 037191

Volume	NB Link			SB Link			EB Link			WB Link			Total
Type	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	Volume

Truckee General Plan
LSC # 037191

Impact Analysis Report
Level Of Service

Intersection	Base LOS Veh C	Future LOS Veh C	Change in
# 1 DPR/I-80 EB/Coldstream Road	F 247.1 1.974	F 247.1 1.974	+ 0.000 V/C
# 2 I-80 WB on Ramp/DPR (Western	F 646.1 0.000	F 646.1 0.000	+ 0.000 D/V
# 3 DPR/Northwoods Blvd	C 30.3 0.878	C 30.3 0.878	+ 0.000 D/V
# 4 SR 89/Donner Pass Road	F 89.2 1.129	F 89.2 1.129	+ 0.000 D/V
# 5 SR 89 S/Deerfield Drive	D 42.9 0.967	D 42.9 0.967	+ 0.000 D/V
# 6 SR 89 South/West River Street	B 18.5 0.789	B 18.5 0.789	+ 0.000 D/V
# 7 DPR/I-80 WB Central	E 41.6 0.000	E 41.6 0.000	+ 0.000 D/V
# 8 I-80 BB / DPR Central	D 28.1 0.000	D 28.1 0.000	+ 0.000 D/V
# 9 West River/McIver Crossing	F OVRFL 0.000	F OVRFL 0.000	+ 0.000 D/V
# 10 DPR/Bridge Street	F OVRFL 0.000	F OVRFL 0.000	+ 0.000 D/V
# 11 Bridge Street West River St	F OVRFL 0.000	F OVRFL 0.000	+ 0.000 D/V
# 12 Brockway Road/Palisades Drive	C 21.0 0.834	C 21.0 0.834	+ 0.000 D/V
# 13 DPR/Glenshire Drive	F OVRFL 0.000	F OVRFL 0.000	+ 0.000 D/V
# 14 I-80 EB/DPR Eastern	F 252.7 0.000	F 252.7 0.000	+ 0.000 D/V
# 15 I-80 WB/DPR Eastern	A 9.6 0.000	A 9.6 0.000	+ 0.000 D/V
# 16 DPR/Pioneer Trail	F OVRFL 0.000	F OVRFL 0.000	+ 0.000 D/V
# 17 DPR/SR 89 North	F OVRFL 0.000	F OVRFL 0.000	+ 0.000 D/V
# 18 SR 267 Bypass/I-80 WB	F 185.6 1.468	F 185.6 1.468	+ 0.000 D/V
# 19 SR 267 Bypass/I-80 EB	F 150.4 1.436	F 150.4 1.436	+ 0.000 D/V
# 20 SR 267/Brockway Road/Joerger D	F 529.1 2.178	F 529.1 2.178	+ 0.000 D/V
# 21 SR 267/Airport Road/Schaffer M	F 128.5 1.292	F 128.5 1.292	+ 0.000 D/V
# 22 SR 267/Waddle Ranch Access	F 450.9 0.000	F 450.9 0.000	+ 0.000 D/V
# 23 SR 267/Northstar Drive	F OVRFL 0.000	F OVRFL 0.000	+ 0.000 D/V
# 24 SR 267/Northstar Highlands Dri	F 64.1 0.000	F 64.1 0.000	+ 0.000 D/V

 Truckee General Plan
 LSC # 037191

Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 25 SR 28/SR 267	F	281.9	3.359	F	281.9	3.359	+ 0.000 D/V
# 26 SR 89/Squaw Valley Road	E	57.0	0.988	E	57.0	0.988	+ 0.000 D/V
# 27 SR 89/Alpine Meadows Road	F	950.2	0.000	F	950.2	0.000	+ 0.000 D/V
# 28 SR 89/Fairway Drive	D	33.9	0.000	D	33.9	0.000	+ 0.000 D/V
# 29 SR 89/SR 28 (Tahoe City 'Y')	C	32.4	0.917	C	32.4	0.917	+ 0.000 D/V

Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 DPR/I-80 EB/Coldstream Road

Cycle (sec): 100 Critical Vol./Cap. (X): 1.974
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 247.1
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	0 1 0	1	0	0 1 0

Volume Module:

Base Vol:	104	378	448	41	97	13	130	241	97	593	414	83
Growth 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
Initial Bse:	104	378	448	41	97	13	130	241	97	593	414	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	378	448	41	97	13	130	241	97	593	414	83
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	109	398	472	43	102	14	137	254	102	624	436	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	398	472	43	102	14	137	254	102	624	436	87
PCE 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
MLF 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
Final Vol.:	109	398	472	43	102	14	137	254	102	624	436	87

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.41	0.48	0.27	0.64	0.09	1.00	0.71	0.29	1.00	0.83	0.17
Final Sat.:	55	202	239	109	258	35	409	317	127	423	380	76

Capacity Analysis Module:

Vol/Sat:	1.97	1.97	1.97	0.40	0.40	0.40	0.33	0.80	0.80	1.48	1.15	1.15
Crit Moves:	****			****			****			****		
Delay/Veh:	462.8	463	462.8	17.3	17.3	17.3	15.8	35.9	35.9	248.7	115	115.4
Delay 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
AdjDel/Veh:	462.8	463	462.8	17.3	17.3	17.3	15.8	35.9	35.9	248.7	115	115.4
LOS by Move:	F	F	F	C	C	C	C	E	E	F	F	F
ApproachDel:	462.8			17.3			30.3			187.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	462.8			17.3			30.3			187.9		
LOS by Appr:	F			C			D			F		

Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 I-80 WB on Ramp/DPR (Western

Average Delay (sec/veh): 153.7 Worst Case Level Of Service: F[646.1]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0
Volume Module:																				
Base Vol:	357	0	97	0	0	0	0	0	0	0	0	672	56	0	727	0	727	0	0	0
Growth 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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	357	0	97	0	0	0	0	0	0	0	0	672	56	0	727	0	727	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	357	0	97	0	0	0	0	0	0	0	0	672	56	0	727	0	727	0	0	0
User 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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	376	0	102	0	0	0	0	0	0	0	0	707	59	0	765	0	765	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	376	0	102	0	0	0	0	0	0	0	0	707	59	0	765	0	765	0	0	0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx
Capacity Module:																				
Cnflct Vol:	1473	xxxx	707	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx
Potent Cap.:	141	xxxx	438	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx
Move Cap.:	141	xxxx	438	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx
Volume/Cap:	2.66	xxxx	0.23	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx
Level Of Service Module:																				
Queue:	33.5	xxxx	0.9	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx
Stopped Del:	817.4	xxxx	15.7	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx
LOS by Move:	F	*	C	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	646.1					xxxxxxx					xxxxxxx					xxxxxxx				
ApproachLOS:	F					*					*					*				

Truckee General Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 DPR/Northwoods Blvd

Cycle (sec): 70 Critical Vol./Cap. (X): 0.878
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 30.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	1	0 0 1	1	0	0 1 0	1	0	1 0 1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	1	1	5	248	0	308	318	516	0	3	616	230
Growth 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
Initial Bse:	1	1	5	248	0	308	318	516	0	3	616	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	5	248	0	308	318	516	0	3	616	230
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	1	5	261	0	324	335	543	0	3	648	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	5	261	0	324	335	543	0	3	648	242
PCE 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
MLF 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
Final Vol.:	1	1	5	261	0	324	335	543	0	3	648	242

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.71	1.00	0.85	0.95	1.00	1.00	0.95	1.00	0.85
Lanes:	0.14	0.14	0.72	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Sat.:	237	237	1186	1347	0	1615	1805	1900	0	1805	1900	1615

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.20	0.19	0.29	0.00	0.00	0.34	0.15
Crit Moves:				****			****			****		
Green/Cycle:	0.23	0.23	0.23	0.23	0.00	0.23	0.21	0.60	0.00	0.00	0.39	0.39
Volume/Cap:	0.02	0.02	0.02	0.85	0.00	0.88	0.88	0.48	0.00	0.48	0.88	0.39
Delay/Veh:	20.9	20.9	20.9	45.0	0.0	46.6	46.8	8.3	0.0	81.0	31.5	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	20.9	20.9	45.0	0.0	46.6	46.8	8.3	0.0	81.0	31.5	15.8
HCM2kAvg:	0	0	0	11	0	10	11	7	0	1	17	4

Truckee General Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 SR 89/Donner Pass Road

Cycle (sec): 120 Critical Vol./Cap. (X): 1.129
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 89.2
Optimal Cycle: OPTIMIZED Level Of Service: F

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase					Split Phase					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	0	1	0	0	1	0	1	0	1	0	1	0	1	0	1	1	0	1	0	1

Volume Module:

Base Vol:	511	131	245	88	96	56	96	424	524	338	547	86
Growth 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
Initial Bse:	511	131	245	88	96	56	96	424	524	338	547	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	511	131	245	88	96	56	96	424	524	338	547	86
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	538	138	258	93	101	59	101	446	552	356	576	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	538	138	258	93	101	59	101	446	552	356	576	91
PCE 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
MLF 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
Final Vol.:	538	138	258	93	101	59	101	446	552	356	576	91

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	0.95	0.95	0.95	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	0.80	0.20	1.00	0.73	0.80	0.47	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1455	373	1615	1320	1440	840	1805	1900	1615	1805	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.37	0.37	0.16	0.07	0.07	0.07	0.06	0.23	0.34	0.20	0.30	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.33	0.33	0.33	0.06	0.06	0.06	0.07	0.30	0.30	0.17	0.40	0.40
Volume/Cap:	1.13	1.13	0.49	1.13	1.13	1.13	0.75	0.78	1.13	1.13	0.75	0.14
Delay/Veh:	118.1	118	33.0	155.5	156	155.5	75.5	44.8	123.0	139.8	34.9	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	118.1	118	33.0	155.5	156	155.5	75.5	44.8	123.0	139.8	34.9	22.8
HCM2kAvg:	39	40	8	9	9	9	6	17	32	23	19	2

Truckee General Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 SR 89 S/Deerfield Drive

Cycle (sec): 85 Critical Vol./Cap. (X): 0.967
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 42.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	226	849	33	121	832	456	475	10	87	25	12	149
Growth 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
Initial Bse:	226	849	33	121	832	456	475	10	87	25	12	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	849	33	121	832	456	475	10	87	25	12	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.40	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	238	894	35	127	876	480	700	11	92	26	13	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	894	35	127	876	480	700	11	92	26	13	157
PCE 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
MLF 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
Final Vol.:	238	894	35	127	876	480	700	11	92	26	13	157

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.85	0.94	0.94	0.94	0.95	0.86	0.86
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.78	0.02	0.20	1.00	0.07	0.93
Final Sat.:	1805	3454	134	1805	3610	1615	3174	42	362	1805	122	1514

Capacity Analysis Module:

Vol/Sat:	0.13	0.26	0.26	0.07	0.24	0.30	0.22	0.25	0.25	0.01	0.10	0.10
Crit Moves:	****					****			****			
Green/Cycle:	0.14	0.35	0.35	0.10	0.31	0.31	0.26	0.26	0.26	0.11	0.11	0.11
Volume/Cap:	0.97	0.74	0.74	0.74	0.79	0.97	0.84	0.97	0.97	0.14	0.97	0.97
Delay/Veh:	84.6	26.8	26.8	53.4	30.8	61.1	36.8	54.5	54.5	34.7	96.0	96.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.6	26.8	26.8	53.4	30.8	61.1	36.8	54.5	54.5	34.7	96.0	96.0
HCM2kAvg:	11	12	13	5	13	18	13	20	18	1	9	8

Truckee General Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 SR 89 South/West River Street

Cycle (sec): 60 Critical Vol./Cap. (X): 0.789
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 18.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	0	0	2	0	1	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1

Volume Module:												
Base Vol:	0	792	364	197	809	0	0	0	0	314	0	166
Growth 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
Initial Bse:	0	792	364	197	809	0	0	0	0	314	0	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	792	364	197	809	0	0	0	0	314	0	166
User Adj:	1.00	1.17	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	975	383	207	852	0	0	0	0	331	0	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	975	383	207	852	0	0	0	0	331	0	175
PCE 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
MLF 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
Final Vol.:	0	975	383	207	852	0	0	0	0	331	0	175

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	1805	1900	0	0	0	0	1805	0	1615

Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.24	0.11	0.45	0.00	0.00	0.00	0.00	0.18	0.00	0.11
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.40	0.40	0.17	0.57	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Volume/Cap:	0.00	0.68	0.60	0.68	0.79	0.00	0.00	0.00	0.00	0.79	0.00	0.47
Delay/Veh:	0.0	16.2	15.7	29.4	14.1	0.0	0.0	0.0	0.0	31.4	0.0	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.2	15.7	29.4	14.1	0.0	0.0	0.0	0.0	31.4	0.0	20.8
HCM2kAvg:	0	9	6	5	14	0	0	0	0	8	0	3

Truckee General Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 DPR/I-80 WB Central

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: E[41.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	51	0	130	0	982	0	0	748	0
Growth 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
Initial Bse:	0	0	0	51	0	130	0	982	0	0	748	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	51	0	130	0	982	0	0	748	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	54	0	137	0	1034	0	0	787	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	54	0	137	0	1034	0	0	787	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxxx	1821	xxxx	787	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	86	xxxx	395	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	86	xxxx	395	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.62	xxxx	0.35	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
Queue:	xxxxxx	xxxx	xxxxxx	2.9	xxxx	1.5	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	99.4	xxxx	18.9	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	F	*	C	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			41.6			xxxxxxx			xxxxxxx		
ApproachLOS:	*			E			*			*		

Truckee General Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 I-80 BB / DPR Central

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: D[28.1]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	T	R			L	T	R			L	T	R			L	T	R		
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Volume Module:																				
Base Vol:	8	0	104			0	0	0			0	999	0			0	758	0		
Growth 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		
Initial Bse:	8	0	104			0	0	0			0	999	0			0	758	0		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	8	0	104			0	0	0			0	999	0			0	758	0		
User 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		
PHF Adj:	0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95		
PHF Volume:	8	0	109			0	0	0			0	1052	0			0	798	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Final Vol.:	8	0	109			0	0	0			0	1052	0			0	798	0		
Critical Gap Module:																				
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Capacity Module:																				
Cnflct Vol:	1849	xxxx	1052	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Potent Cap.:	83	xxxx	278	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Move Cap.:	83	xxxx	278	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Volume/Cap:	0.10	xxxx	0.39	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Level Of Service Module:																				
Queue:	0.3	xxxx	1.8	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Stopped Del:	53.4	xxxx	26.1	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	F	*	D	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	28.1			xxxxxxx					xxxxxxx					xxxxxxx				xxxxxxx		
ApproachLOS:	D			*				*				*		*		*		*		*

Truckee General Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 West River/McIver Crossing

Average Delay (sec/veh): 226.5 Worst Case Level Of Service: F[1030.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	1	0	0	1	0	1

Volume Module:

Base Vol:	3	9	9	346	9	81	89	626	4	8	458	349
Growth 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
Initial Bse:	3	9	9	346	9	81	89	626	4	8	458	349
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	9	9	346	9	81	89	626	4	8	458	349
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	3	9	9	364	9	85	94	659	4	8	482	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	3	9	9	364	9	85	94	659	4	8	482	367

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	1578	1715	661	1357	1349	482	849	xxxx	xxxxxx	663	xxxx	xxxxxx
Potent Cap.:	89	91	466	127	152	588	797	xxxx	xxxxxx	935	xxxx	xxxxxx
Move Cap.:	65	80	466	103	133	588	797	xxxx	xxxxxx	935	xxxx	xxxxxx
Volume/Cap:	0.05	0.12	0.02	3.54	0.07	0.14	0.12	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	0.5	0.4	xxxx	xxxxxx	0.0	xxxx	xxxxxx	
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	12.2	10.1	xxxx	xxxxxx	8.9	xxxx	xxxxxx	
LOS by Move:	*	*	*	*	*	B	B	*	*	A	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	118	xxxxxx	103	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	
SharedQueue:	xxxxxx	0.7	xxxxxx	37.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
Shrd StpDel:	xxxxxx	42.4	xxxxxx	1262	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
Shared LOS:	*	E	*	F	*	*	*	*	*	*	*	*	
ApproachDel:	42.4			1030.1			xxxxxxx			xxxxxxx			
ApproachLOS:	E			F			*			*			

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 DPR/Bridge Street

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxxx]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	1 0 1	1	0	0 1 0
Volume Module:												
Base Vol:	420	178	473	77	357	62	53	241	199	376	227	45
Growth 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
Initial Bse:	420	178	473	77	357	62	53	241	199	376	227	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	420	178	473	77	357	62	53	241	199	376	227	45
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	442	187	498	81	376	65	56	254	209	396	239	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	442	187	498	81	376	65	56	254	209	396	239	47
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	441	xxxx	xxxxxx	685	xxxx	xxxxxx	2034	2140	408	2123	1924	436
Potent Cap.:	1130	xxxx	xxxxxx	918	xxxx	xxxxxx	43	50	647	37	68	624
Move Cap.:	1130	xxxx	xxxxxx	918	xxxx	xxxxxx	0	22	647	0	30	624
Volume/Cap:	0.39	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	11.73	0.32	xxxx	8.09	0.08
Level Of Service Module:												
Queue:	1.9	xxxx	xxxxxx	0.3	xxxx	xxxxxx	xxxxxx	32.0	1.4	xxxxxx	xxxx	xxxxxx
Stopped Del:	10.2	xxxx	xxxxxx	9.3	xxxx	xxxxxx	xxxxxx	5178	13.2	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	A	*	*	*	F	B	*	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	35
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	34.5
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3445
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	F
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	*			*			F			F		

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Bridge Street West River St

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxxx]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	674	696	18	31	700	201	339	19	669	24	21	36
Growth 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
Initial Bse:	674	696	18	31	700	201	339	19	669	24	21	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	674	696	18	31	700	201	339	19	669	24	21	36
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	709	733	19	33	737	212	357	20	704	25	22	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	709	733	19	33	737	212	357	20	704	25	22	38

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	948	xxxx	xxxxxx	752	xxxx	xxxxxx	3099	3078	843	3431	3175	742
Potent Cap.:	732	xxxx	xxxxxx	867	xxxx	xxxxxx	7	12	367	4	11	419
Move Cap.:	732	xxxx	xxxxxx	867	xxxx	xxxxxx	0	0	367	0	0	419
Volume/Cap:	0.97	xxxx	xxxx	0.04	xxxx	xxxx	xxxxx54.79	1.92	xxxxx70.12	0.09		

Level Of Service Module:

Queue:	15.0	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	xxxx	47.7	xxxxxx	xxxx	xxxxxx			
Stopped Del:	49.8	xxxx	xxxxxx	9.3	xxxx	xxxxxx	xxxxxx	xxxx	448.1	xxxxxx	xxxx	xxxxxx			
LOS by Move:	E	*	*	A	*	*	*	*	F	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0	xxxx	xxxxxx	xxxx	0	xxxxxx			
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx					
ApproachLOS:	*			*			F			F					

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Brockway Road/Palisades Drive

Cycle (sec): 78 Critical Vol./Cap. (X): 0.834
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 21.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	196	0	157	0	0	0	0	905	366	155	1066	0
Growth 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
Initial Bse:	196	0	157	0	0	0	0	905	366	155	1066	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	0	157	0	0	0	0	905	366	155	1066	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	206	0	165	0	0	0	0	953	385	163	1122	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	0	165	0	0	0	0	953	385	163	1122	0
PCE 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
MLF 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
Final Vol.:	206	0	165	0	0	0	0	953	385	163	1122	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	0.95	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	1900	1615	1805	1900	0

Capacity Analysis Module:

Vol/Sat:	0.11	0.00	0.10	0.00	0.00	0.00	0.00	0.50	0.24	0.09	0.59	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.60	0.60	0.11	0.71	0.00
Volume/Cap:	0.83	0.00	0.75	0.00	0.00	0.00	0.00	0.83	0.40	0.83	0.83	0.00
Delay/Veh:	53.8	0.0	45.4	0.0	0.0	0.0	0.0	17.9	8.4	59.5	12.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	0.0	45.4	0.0	0.0	0.0	0.0	17.9	8.4	59.5	12.6	0.0
HCM2kAvg:	8	0	6	0	0	0	0	21	5	7	22	0

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 DPR/Glenshire Drive

Average Delay (sec/veh): 371.8 Worst Case Level Of Service: F[1513.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	1	0	0	0	1	0	1	0
Volume Module:												
Base Vol:	248	0	279	0	0	0	0	362	566	458	256	0
Growth 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
Initial Bse:	248	0	279	0	0	0	0	362	566	458	256	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	0	279	0	0	0	0	362	566	458	256	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	261	0	294	0	0	0	0	381	596	482	269	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	261	0	294	0	0	0	0	381	596	482	269	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	1913	xxxx	679	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	977	xxxx	xxxxxx
Potent Cap.:	76	xxxx	455	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	714	xxxx	xxxxxx
Move Cap.:	34	xxxx	455	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	714	xxxx	xxxxxx
Volume/Cap:	7.58	xxxx	0.65	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.67	xxxx	xxxx
Level Of Service Module:												
Queue:	31.4	xxxx	4.5	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	5.3	xxxx	xxxxxx
Stopped Del:	3186	xxxx	26.2	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	19.8	xxxx	xxxxxx
LOS by Move:	F	*	D	*	*	*	*	*	*	C	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	1513.2			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	F			*			*			*		

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 I-80 EB/DPR Eastern

Average Delay (sec/veh): 68.3 Worst Case Level Of Service: F[252.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	0	1	0	0

Volume Module:

Base Vol:	0	737	0	0	560	0	278	0	202	0	0	0
Growth 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
Initial Bse:	0	737	0	0	560	0	278	0	202	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	737	0	0	560	0	278	0	202	0	0	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	776	0	0	589	0	293	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	776	0	0	589	0	293	0	213	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1365	xxxx	589	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	164	xxxx	512	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	164	xxxx	512	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.78	xxxx	0.42	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21.2	xxxx	2.0	xxxxx	xxxx	xxxxx	
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	424.1	xxxx	16.9	xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	F	*	C	*	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	xxxxxxx			xxxxxxx			252.7			xxxxxxx			
ApproachLOS:	*			*			F			*			

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 I-80 WB/DPR Eastern

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[9.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	1	0	0	0	0	0	0
Volume Module:												
Base Vol:	97	859	0	0	560	133	0	0	0	0	0	0
Growth 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
Initial Bse:	97	859	0	0	560	133	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	859	0	0	560	133	0	0	0	0	0	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	102	904	0	0	589	140	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	102	904	0	0	589	140	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	729	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Potent Cap.:	884	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Move Cap.:	884	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Volume/Cap:	0.12	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Level Of Service Module:												
Queue:	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	*			*			*			*		

Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 DPR/Pioneer Trail

Average Delay (sec/veh): 458.0 Worst Case Level Of Service: F[1730.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	205	650	0	0	490	519	486	0	183	0	0	0
Growth 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
Initial Bse:	205	650	0	0	490	519	486	0	183	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	650	0	0	490	519	486	0	183	0	0	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	216	684	0	0	516	546	512	0	193	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	216	684	0	0	516	546	512	0	193	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	1062	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1632	xxxx	516	xxxxxx	xxxx	xxxxxx
Potent Cap.:	664	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	113	xxxx	563	xxxxxx	xxxx	xxxxxx
Move Cap.:	664	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	84	xxxx	563	xxxxxx	xxxx	xxxxxx
Volume/Cap:	0.33	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	6.06	xxxx	0.34	xxxxxx	xxxx	xxxxxx

Level Of Service Module:

Queue:	1.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	56.8	xxxx	1.5	xxxxxx	xxxx	xxxxxx
Stopped Del:	13.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2376	xxxx	14.7	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			1730.2			xxxxxxx		
ApproachLOS:	*			*			F			*		

Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 DPR/SR 89 North

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	1	0	1	0	0	0	1	0

Volume Module:

Base Vol:	652	192	320	42	295	375	572	0	588	371	0	43
Growth 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
Initial Bse:	652	192	320	42	295	375	572	0	588	371	0	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	652	192	320	42	295	375	572	0	588	371	0	43
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	686	202	337	44	311	395	602	0	619	391	0	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	686	202	337	44	311	395	602	0	619	391	0	45

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	xxxx	6.2	7.1	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	705	xxxx	xxxxx	539	xxxx	xxxxx	2165	xxxx	311	2481	xxxx	202
Potent Cap.:	902	xxxx	xxxxx	1040	xxxx	xxxxx	34	xxxx	734	20	xxxx	844
Move Cap.:	902	xxxx	xxxxx	1040	xxxx	xxxxx	12	xxxx	734	1	xxxx	844
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	0	xxxxx	0	0	xxxxx
Volume/Cap:	0.76	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	0.84	xxxx	xxxx	0.05

Level Of Service Module:

Queue:	7.5	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	9.6	xxxxx	xxxx	xxxxx
Stopped Del:	20.5	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	30.3	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	A	*	*	*	*	D	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	*			*			F			F		

Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 SR 267 Bypass/I-80 WB

Cycle (sec): 120 Critical Vol./Cap. (X): 1.468
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 185.6
Optimal Cycle: OPTIMIZED Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	0	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	659	690	0	0	1011	243	0	0	0	570	8	473
Growth 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
Initial Bse:	659	690	0	0	1011	243	0	0	0	570	8	473
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	659	690	0	0	1011	243	0	0	0	570	8	473
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	694	726	0	0	1064	256	0	0	0	600	8	498
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	694	726	0	0	1064	256	0	0	0	600	8	498
PCE 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
MLF 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
Final Vol.:	694	726	0	0	1064	256	0	0	0	600	8	498

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.85	0.85	0.85
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	1900	0	0	1900	1615	0	0	0	1593	22	1615

Capacity Analysis Module:

Vol/Sat:	0.38	0.38	0.00	0.00	0.56	0.16	0.00	0.00	0.00	0.38	0.38	0.31
Crit Moves:	****				****					****		
Green/Cycle:	0.26	0.64	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.26	0.26	0.26
Volume/Cap:	1.47	0.59	0.00	0.00	1.47	0.42	0.00	0.00	0.00	1.47	1.47	1.20
Delay/Veh:	266.2	13.1	0.0	0.0	255	27.7	0.0	0.0	0.0	268.0	268	156.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	266.2	13.1	0.0	0.0	255	27.7	0.0	0.0	0.0	268.0	268	156.2
HCM2kAvg:	56	15	0	0	81	7	0	0	0	55	75	31

Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 SR 267 Bypass/I-80 EB

Cycle (sec): 120 Critical Vol./Cap. (X): 1.436
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 150.4
Optimal Cycle: OPTIMIZED Level Of Service: F

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	0	0	1	0	1	1	0	1	0	0	0	1	0	0	1	0	0	0	0	0

Volume Module:												
Base Vol:	0	1202	726	508	1072	0	147	0	506	0	0	0
Growth 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
Initial Bse:	0	1202	726	508	1072	0	147	0	506	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1202	726	508	1072	0	147	0	506	0	0	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1265	764	535	1128	0	155	0	533	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1265	764	535	1128	0	155	0	533	0	0	0
PCE 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
MLF 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
Final Vol.:	0	1265	764	535	1128	0	155	0	533	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1615	1805	1900	0	1809	0	1615	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.67	0.47	0.30	0.59	0.00	0.09	0.00	0.33	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.46	0.46	0.21	0.67	0.00	0.23	0.00	0.23	0.00	0.00	0.00
Volume/Cap:	0.00	1.44	1.02	1.44	0.89	0.00	0.37	0.00	1.44	0.00	0.00	0.00
Delay/Veh:	0.0	235	70.2	258.4	23.9	0.0	39.5	0.0	257.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	235	70.2	258.4	23.9	0.0	39.5	0.0	257.1	0.0	0.0	0.0
HCM2kAvg:	0	93	36	43	36	0	5	0	41	0	0	0

Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 SR 267/Brockway Road/Joerger Drive

Cycle (sec): 120 Critical Vol./Cap. (X): 2.178
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 529.1
Optimal Cycle: OPTIMIZED Level Of Service: F

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	0	1	0	1	0	1	0	1	0	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	599	1110	185	292	855	432	419	267	595	169	435	400
Growth 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
Initial Bse:	599	1110	185	292	855	432	419	267	595	169	435	400
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	599	1110	185	292	855	432	419	267	595	169	435	400
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	631	1168	195	307	900	455	441	281	626	178	458	421
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	631	1168	195	307	900	455	441	281	626	178	458	421
PCE 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
MLF 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
Final Vol.:	631	1168	195	307	900	455	441	281	626	178	458	421

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	1.00	0.85	0.97	0.97	0.85	0.94	0.94	0.94
Lanes:	1.00	0.86	0.14	1.00	1.00	1.00	0.61	0.39	1.00	0.17	0.43	0.40
Final Sat.:	1805	1594	266	1805	1900	1615	1126	717	1615	300	773	710

Capacity Analysis Module:

Vol/Sat:	0.35	0.73	0.73	0.17	0.47	0.28	0.39	0.39	0.39	0.59	0.59	0.59
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.34	0.34	0.08	0.24	0.24	0.18	0.18	0.18	0.27	0.27	0.27
Volume/Cap:	1.98	2.18	2.18	2.18	1.98	1.18	2.18	2.18	2.16	2.18	2.18	2.18
Delay/Veh:	503.8	575	575.2	608.1	497	150.3	589.2	589	580.6	580.6	581	580.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	503.8	575	575.2	608.1	497	150.3	589.2	589	580.6	580.6	581	580.6
HCM2kAvg:	65	139	142	34	88	28	77	77	65	108	110	109

Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 SR 267/Airport Road/Schaffer Mill Road

Cycle (sec): 120 Critical Vol./Cap. (X): 1.292
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 128.5
Optimal Cycle: OPTIMIZED Level Of Service: F

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	0	1	0	1	0	1	0	1	0	1	0	0	1	0	1	0	0	1

Volume Module:												
Base Vol:	34	1285	51	101	1159	281	406	27	60	59	23	100
Growth 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
Initial Bse:	34	1285	51	101	1159	281	406	27	60	59	23	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1285	51	101	1159	281	406	27	60	59	23	100
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	36	1353	54	106	1220	296	427	28	63	62	24	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1353	54	106	1220	296	427	28	63	62	24	105
PCE 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
MLF 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
Final Vol.:	36	1353	54	106	1220	296	427	28	63	62	24	105

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	0.85	0.96	0.96	0.85	0.97	0.97	0.85
Lanes:	1.00	0.96	0.04	1.00	1.00	1.00	0.94	0.06	1.00	0.72	0.28	1.00
Final Sat.:	1805	1817	72	1805	1900	1615	1701	113	1615	1319	514	1615

Capacity Analysis Module:												
Vol/Sat:	0.02	0.74	0.74	0.06	0.64	0.18	0.25	0.25	0.04	0.05	0.05	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.02	0.58	0.58	0.05	0.60	0.60	0.19	0.19	0.19	0.05	0.05	0.05
Volume/Cap:	1.06	1.29	1.29	1.29	1.06	0.30	1.29	1.29	0.20	0.93	0.93	1.29
Delay/Veh:	234.2	164	163.9	253.6	69.3	11.7	199.5	199	40.8	128.5	129	253.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	234.2	164	163.9	253.6	69.3	11.7	199.5	199	40.8	128.5	129	253.8
HCM2kAvg:	4	91	87	9	58	5	33	34	2	6	6	9

Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 SR 267/Waddle Ranch Access

Average Delay (sec/veh): 34.0 Worst Case Level Of Service: F[450.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	1225	48	135	1147	0	0	0	0	51	0	153
Growth 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
Initial Bse:	0	1225	48	135	1147	0	0	0	0	51	0	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1225	48	135	1147	0	0	0	0	51	0	153
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1289	51	142	1207	0	0	0	0	54	0	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	1289	51	142	1207	0	0	0	0	54	0	161

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1340	xxxx	xxxxx	xxxx	xxxx	xxxxx	2806	xxxx	1315
Potent Cap.:	xxxx	xxxx	xxxxx	521	xxxx	xxxxx	xxxx	xxxx	xxxxx	20	xxxx	195
Move Cap.:	xxxx	xxxx	xxxxx	521	xxxx	xxxxx	xxxx	xxxx	xxxxx	16	xxxx	195
Volume/Cap:	xxxx	xxxx	xxxx	0.27	xxxx	xxxx	xxxx	xxxx	xxxx	3.40	xxxx	0.83

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	1.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	5.9
Stopped Del:	xxxxx	xxxx	xxxxx	14.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1576	xxxx	75.9
LOS by Move:	*	*	*	B	*	*	*	*	*	F	*	F
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	1.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	14.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	450.9		
ApproachLOS:	*	*	*	*	*	*	*	*	*	F		

Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 SR 267/Northstar Drive

Average Delay (sec/veh): 984.9 Worst Case Level Of Service: F[3521.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	1	1	0	0	0	0	0
Volume Module:												
Base Vol:	109	643	1	3	929	266	630	0	127	0	0	0
Growth 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
Initial Bse:	109	643	1	3	929	266	630	0	127	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	643	1	3	929	266	630	0	127	0	0	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	115	677	1	3	978	280	663	0	134	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	115	677	1	3	978	280	663	0	134	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	1258	xxxx	xxxxx	678	xxxx	xxxxx	1891	xxxx	978	xxxx	xxxx	xxxxx
Potent Cap.:	560	xxxx	xxxxx	924	xxxx	xxxxx	78	xxxx	307	xxxx	xxxx	xxxxx
Move Cap.:	560	xxxx	xxxxx	924	xxxx	xxxxx	66	xxxx	307	xxxx	xxxx	xxxxx
Volume/Cap:	0.20	xxxx	xxxx	0.00	xxxx	xxxx	10.12	xxxx	0.44	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.8	xxxx	xxxxx	0.0	xxxx	xxxxx	77.9	xxxx	2.1	xxxxx	xxxx	xxxxx
Stopped Del:	13.1	xxxx	xxxxx	8.9	xxxx	xxxxx	4226	xxxx	25.5	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	F	*	D	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			3521.4			xxxxxxx		
ApproachLOS:	*			*			F			*		

Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #24 SR 267/Northstar Highlands Drive

Average Delay (sec/veh): 11.3 Worst Case Level Of Service: F[64.1]

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0	
Volume Module:													
Base Vol:	32	507	27	218	639	199	0	6	42	37	4	246	
Growth 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	
Initial Bse:	32	507	27	218	639	199	0	6	42	37	4	246	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	32	507	27	218	639	199	0	6	42	37	4	246	
User 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	
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
PHF Volume:	34	534	28	229	673	209	0	6	44	39	4	259	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Final Vol.:	34	534	28	229	673	209	0	6	44	39	4	259	
Critical Gap Module:													
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	xxxxxx	6.5	6.2	7.1	6.5	6.2	
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	4.0	3.3	3.5	4.0	3.3	
Capacity Module:													
Cnflct Vol:	882	xxxx	xxxxxx	562	xxxx	xxxxxx	xxxx	1866	777	1877	1956	548	
Potent Cap.:	775	xxxx	xxxxxx	1019	xxxx	xxxxxx	xxxx	73	400	55	65	540	
Move Cap.:	775	xxxx	xxxxxx	1019	xxxx	xxxxxx	xxxx	54	400	36	48	540	
Volume/Cap:	0.04	xxxx	xxxx	0.23	xxxx	xxxx	xxxx	0.12	0.11	1.08	0.09	0.48	
Level Of Service Module:													
Queue:	0.1	xxxx	xxxxxx	0.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	4.0	xxxx	xxxxxx	
Stopped Del:	9.9	xxxx	xxxxxx	9.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	345.1	xxxx	xxxxxx	
LOS by Move:	A	*	*	A	*	*	*	*	*	F	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	223	xxxx	xxxx	464	
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	0.8	xxxxxx	xxxx	3.5	
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	25.8	xxxxxx	xxxx	22.5	
Shared LOS:	*	*	*	*	*	*	*	*	D	*	*	C	
ApproachDel:	xxxxxxx			xxxxxxx			25.8			64.1			
ApproachLOS:	*			*			D			F			

Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 SR 28/SR 267

Cycle (sec): 120 Critical Vol./Cap. (X): 3.359

Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 281.9

Optimal Cycle: OPTIMIZED Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	1	0 0 1	1	0	1 1 0	1	0	1 1 0

Volume Module:

Base Vol:	1	0	3	412	1	331	434	1078	1	3	849	944
Growth 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
Initial Bse:	1	0	3	412	1	331	434	1078	1	3	849	944
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	3	412	1	331	434	1078	1	3	849	944
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	0	3	434	1	348	457	1135	1	3	894	1093
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	3	434	1	348	457	1135	1	3	894	1093
PCE 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
MLF 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
Final Vol.:	1	0	3	434	1	348	457	1135	1	3	894	1093

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.48	1.00	0.48	0.71	0.71	0.85	0.09	1.00	1.00	0.25	0.92	0.92
Lanes:	0.25	0.00	0.75	0.99	0.01	1.00	1.00	1.99	0.01	1.00	1.00	1.00
Final Sat.:	228	0	685	1348	3	1615	169	3796	4	479	1744	1744

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.32	0.32	0.22	2.70	0.30	0.30	0.01	0.51	0.63
Crit Moves:				****			****					
Green/Cycle:	0.10	0.00	0.10	0.10	0.10	0.10	0.80	0.80	0.80	0.80	0.80	0.80
Volume/Cap:	0.05	0.00	0.05	3.36	3.36	2.25	3.36	0.37	0.37	0.01	0.64	0.78
Delay/Veh:	49.5	0.0	49.5	1135	1135	637.9	1092	3.4	3.4	2.3	5.2	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	0.0	49.5	1135	1135	637.9	1092	3.4	3.4	2.3	5.2	7.8
HCM2kAvg:	0	0	0	76	19	38	623	6	2	0	14	22

Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 SR 89/Squaw Valley Road

Cycle (sec): 105 Critical Vol./Cap. (X): 0.988
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 57.0
Optimal Cycle: OPTIMIZED Level Of Service: E

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Ignore					Ignore					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	1	1	0	1	0	1	0	1	1	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	534	529	10	10	671	540	600	0	514	10	10	10
Growth 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
Initial Bse:	534	529	10	10	671	540	600	0	514	10	10	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	534	529	10	10	671	540	600	0	514	10	10	10
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	562	557	11	11	706	0	632	0	0	11	11	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	562	557	11	11	706	0	632	0	0	11	11	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	562	557	11	11	706	0	632	0	0	11	11	11

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.94	0.94	0.94
Lanes:	1.00	1.96	0.04	1.00	1.00	1.00	2.00	0.00	1.00	0.34	0.33	0.33
Final Sat.:	1805	3532	67	1805	1900	1900	3618	0	1900	595	595	595

Capacity Analysis Module:

Vol/Sat:	0.31	0.16	0.16	0.01	0.37	0.00	0.17	0.00	0.00	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Green/Cycle:	0.32	0.67	0.67	0.02	0.38	0.00	0.18	0.00	0.00	0.02	0.02	0.02
Volume/Cap:	0.99	0.24	0.24	0.24	0.99	0.00	0.99	0.00	0.00	0.99	0.99	0.99
Delay/Veh:	70.4	7.0	7.0	53.0	63.2	0.0	75.7	0.0	0.0	205.8	206	205.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.4	7.0	7.0	53.0	63.2	0.0	75.7	0.0	0.0	205.8	206	205.8
HCM2kAvg:	25	4	3	1	29	0	16	0	0	3	3	3

Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #27 SR 89/Alpine Meadows Road

Average Delay (sec/veh): 73.1 Worst Case Level Of Service: F[950.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	1	1	0	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	245	991	0	0	1009	186	82	0	116	0	0	0
Growth 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
Initial Bse:	245	991	0	0	1009	186	82	0	116	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	245	991	0	0	1009	186	82	0	116	0	0	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	258	1043	0	0	1062	196	86	0	122	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	258	1043	0	0	1062	196	86	0	122	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	1258	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2621	xxxx	1062	xxxxxx	xxxx	xxxxxx
Potent Cap.:	560	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	27	xxxx	274	xxxxxx	xxxx	xxxxxx
Move Cap.:	560	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	17	xxxx	274	xxxxxx	xxxx	xxxxxx
Volume/Cap:	0.46	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	5.02	xxxx	0.45	xxxxxx	xxxx	xxxxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
Queue:	2.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	11.5	xxxx	2.2	xxxxxx	xxxx	xxxxxx
Stopped Del:	16.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2254	xxxx	28.3	xxxxxx	xxxx	xxxxxx
LOS by Move:	C	*	*	*	*	*	F	*	D	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			950.2			xxxxxxx		
ApproachLOS:	*			*			F			*		

Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #28 SR 89/Fairway Drive

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: D[33.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	1	0	1	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	20	0	16	2	1126	0	0	1220	18
Growth 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
Initial Bse:	0	0	0	20	0	16	2	1126	0	0	1220	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	16	2	1126	0	0	1220	18
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	21	0	17	2	1185	0	0	1284	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	21	0	17	2	1185	0	0	1284	19

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	2483	xxxx	1294	1303	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	33	xxxx	201	538	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	33	xxxx	201	538	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	0	0	xxxxx	140	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.15	xxxx	0.08	0.00	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	162	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	33.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			33.9			xxxxxxx			xxxxxxx		
ApproachLOS:	*			D			*			*		

Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 SR 89/SR 28 (Tahoe City 'Y')

Cycle (sec): 5 Critical Vol./Cap. (X): 0.917
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 32.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1! 0 0	0	0	1! 0 0	1	0	1 1 0	2	0	1 1 0

Volume Module:

Base Vol:	803	70	7	57	53	35	42	513	55	484	499	33
Growth 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
Initial Bse:	803	70	7	57	53	35	42	513	55	484	499	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	803	70	7	57	53	35	42	513	55	484	499	33
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	845	74	7	60	56	37	44	540	58	509	525	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	845	74	7	60	56	37	44	540	58	509	525	35
PCE 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
MLF 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
Final Vol.:	845	74	7	60	56	37	44	540	58	509	525	35

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.65	0.65	0.84	0.84	0.84	0.95	0.94	0.94	0.92	0.94	0.94
Lanes:	1.83	0.15	0.02	0.39	0.37	0.24	1.00	1.81	0.19	2.00	1.88	0.12
Final Sat.:	2360	187	19	629	585	386	1805	3212	344	3502	3356	222

Capacity Analysis Module:

Vol/Sat:	0.36	0.39	0.39	0.10	0.10	0.10	0.02	0.17	0.17	0.15	0.16	0.16
Crit Moves:	****						****			****		
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.05	0.18	0.18	0.16	0.30	0.30
Volume/Cap:	0.83	0.92	0.92	0.22	0.22	0.22	0.53	0.92	0.92	0.92	0.53	0.53
Delay/Veh:	23.3	31.6	31.6	12.8	12.8	12.8	38.9	46.0	46.0	49.2	21.1	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	31.6	31.6	12.8	12.8	12.8	38.9	46.0	46.0	49.2	21.1	21.1
HCM2kAvg:	16	20	16	2	2	2	2	10	11	10	6	6

Truckee General Plan
LSC # 037191

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #202 Glenshire Drive/Whitehorse/Martis Peak

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: B[11.0]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0

Volume Module:

Base Vol:	22	0	60	9	0	14	9	104	57	62	140	20
Growth 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
Initial Bse:	22	0	60	9	0	14	9	104	57	62	140	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	0	60	9	0	14	9	104	57	62	140	20
User 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
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	24	0	67	10	0	16	10	116	63	69	156	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	24	0	67	10	0	16	10	116	63	69	156	22

Critical Gap Module:

Critical Gp:	7.1	xxxx	6.2	7.1	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	479	xxxx	147	505	xxxx	167	178	xxxx	xxxxxx	179	xxxx	xxxxxx
Potent Cap.:	500	xxxx	905	481	xxxx	883	1410	xxxx	xxxxxx	1409	xxxx	xxxxxx
Move Cap.:	469	xxxx	905	426	xxxx	883	1410	xxxx	xxxxxx	1409	xxxx	xxxxxx
Volume/Cap:	0.05	xxxx	0.07	0.02	xxxx	0.02	0.01	xxxx	xxxx	0.05	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.2	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.6	xxxx	xxxxxx	7.7	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	725	xxxxxx	xxxx	622	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	0.4	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	10.7	xxxxxx	xxxxxx	11.0	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	10.7			11.0			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

**2025 Intersection LOS
Proposed General Plan Update**

Truckee General Plan
LSC # 037191

	Scenario Report
Scenario:	Proposed Gen Plan Land Uses
Command:	Default Command
Volume:	Sum
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Summer
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Truckee General Plan
LSC # 037191

Turning Movement Report
summer weekday

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 DPR/I-80 EB/Coldstream Road													
Base	96	404	423	44	137	13	136	218	102	636	405	87	2701
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	96	404	423	44	137	13	136	218	102	636	405	87	2701
#2 I-80 WB on Ramp/DPR (Western													
Base	380	0	110	0	0	0	0	592	89	0	743	0	1914
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	380	0	110	0	0	0	0	592	89	0	743	0	1914
#3 DPR/Northwoods Blvd													
Base	1	1	5	181	0	321	305	445	0	3	577	225	2064
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	5	181	0	321	305	445	0	3	577	225	2064
#4 SR 89/Donner Pass Road													
Base	471	114	244	95	93	57	98	439	362	356	530	106	2965
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	471	114	244	95	93	57	98	439	362	356	530	106	2965
#5 SR 89 S/Deerfield Drive													
Base	227	904	4	16	844	483	505	1	88	3	1	33	3109
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	227	904	4	16	844	483	505	1	88	3	1	33	3109
#6 SR 89 South/West River Street													
Base	0	826	336	184	812	0	0	0	0	314	0	160	2632
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	826	336	184	812	0	0	0	0	314	0	160	2632
#7 DPR/I-80 WB Central													
Base	0	0	0	50	0	174	0	1139	0	0	695	0	2058
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	50	0	174	0	1139	0	0	695	0	2058
#8 I-80 BB / DPR Central													
Base	18	0	91	0	0	0	0	1092	0	0	769	0	1970
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	18	0	91	0	0	0	0	1092	0	0	769	0	1970
#9 West River/McIver Crossing													
Base	3	9	9	388	9	89	96	607	4	8	468	341	2031
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	9	9	388	9	89	96	607	4	8	468	341	2031

Truckee General Plan
LSC # 037191

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#10 DPR/Bridge Street													
Base	443	188	476	66	365	62	53	263	208	384	203	35	2746
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	443	188	476	66	365	62	53	263	208	384	203	35	2746
#11 Bridge Street West River St													
Base	669	751	19	31	716	210	320	19	715	26	22	36	3534
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	669	751	19	31	716	210	320	19	715	26	22	36	3534
#12 Brockway Road/Palisades Drive													
Base	210	0	151	0	0	0	0	947	381	152	1097	0	2938
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	210	0	151	0	0	0	0	947	381	152	1097	0	2938
#13 DPR/Glenshire Drive													
Base	203	0	318	0	0	0	0	404	547	470	282	0	2224
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	203	0	318	0	0	0	0	404	547	470	282	0	2224
#14 I-80 EB/DPR Eastern													
Base	0	817	0	0	606	0	294	0	188	0	0	0	1905
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	817	0	0	606	0	294	0	188	0	0	0	1905
#15 I-80 WB/DPR Eastern													
Base	126	926	0	0	606	160	0	0	0	0	0	0	1818
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	126	926	0	0	606	160	0	0	0	0	0	0	1818
#16 DPR/Pioneer Trail													
Base	240	666	16	16	487	533	558	4	240	20	5	16	2801
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	240	666	16	16	487	533	558	4	240	20	5	16	2801
#17 DPR/SR 89 North													
Base	663	141	328	45	278	391	626	0	638	378	0	34	3522
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	663	141	328	45	278	391	626	0	638	378	0	34	3522
#18 SR 267 Bypass/I-80 WB													
Base	597	666	0	0	1042	252	0	0	0	521	8	476	3562
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	597	666	0	0	1042	252	0	0	0	521	8	476	3562
#19 SR 267 Bypass/I-80 EB													
Base	0	1127	670	545	1019	0	136	0	443	0	0	0	3940
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1127	670	545	1019	0	136	0	443	0	0	0	3940

Truckee General Plan
LSC # 037191

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#20 SR 267/Brockway Road/Joerger Drive													
Base	700	1078	89	173	834	456	451	174	658	142	328	269	5352
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	700	1078	89	173	834	456	451	174	658	142	328	269	5352
#21 SR 267/Airport Road/Schaffer Mill Road													
Base	34	1261	57	107	1163	288	397	29	57	63	25	107	3588
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	34	1261	57	107	1163	288	397	29	57	63	25	107	3588
#22 SR 267/Waddle Ranch Access													
Base	0	1209	50	136	1051	0	0	0	0	52	0	152	2650
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1209	50	136	1051	0	0	0	0	52	0	152	2650
#23 SR 267/Northstar Drive													
Base	110	638	1	3	928	272	621	1	126	0	0	0	2700
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	110	638	1	3	928	272	621	1	126	0	0	0	2700
#24 SR 267/Northstar Highlands Drive													
Base	38	508	25	227	635	192	0	8	50	34	6	241	1964
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	38	508	25	227	635	192	0	8	50	34	6	241	1964
#25 SR 28/SR 267													
Base	1	0	3	413	1	332	434	1078	1	3	849	944	4059
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	3	413	1	332	434	1078	1	3	849	944	4059
#26 SR 89/Squaw Valley Road													
Base	534	535	10	10	674	540	600	0	514	10	10	10	3447
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	534	535	10	10	674	540	600	0	514	10	10	10	3447
#27 SR 89/Alpine Meadows Road													
Base	245	997	0	0	1012	186	82	0	116	0	0	0	2638
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	245	997	0	0	1012	186	82	0	116	0	0	0	2638
#28 SR 89/Fairway Drive													
Base	0	0	0	20	0	16	2	1126	0	0	1220	18	2402
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	20	0	16	2	1126	0	0	1220	18	2402
#29 SR 89/SR 28 (Tahoe City 'Y')													
Base	803	70	7	57	53	35	42	510	55	484	499	33	2648
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	803	70	7	57	53	35	42	510	55	484	499	33	2648

Truckee General Plan
LSC # 037191

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume

Truckee General Plan
LSC # 037191

Link Volume Report
summer weekday

Volume Type	NB Link			SB Link			EB Link			WB Link			Total Volume
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
#1 DPR/I-80 EB/Coldstream Road													
Base	923	875	1798	194	627	821	456	514	970	1128	685	1813	5402
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	923	875	1798	194	627	821	456	514	970	1128	685	1813	5402
#2 I-80 WB on Ramp/DPR (Western													
Base	490	89	579	0	0	0	681	1123	1804	743	702	1445	3828
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	490	89	579	0	0	0	681	1123	1804	743	702	1445	3828
#3 DPR/Northwoods Blvd													
Base	7	3	10	502	531	1033	750	899	1649	805	631	1436	4128
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	3	10	502	531	1033	750	899	1649	805	631	1436	4128
#4 SR 89/Donner Pass Road													
Base	829	811	1640	245	318	563	899	1058	1957	992	778	1770	5930
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	829	811	1640	245	318	563	899	1058	1957	992	778	1770	5930
#5 SR 89 S/Deerfield Drive													
Base	1135	935	2070	1343	1442	2785	594	711	1305	37	21	58	6218
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1135	935	2070	1343	1442	2785	594	711	1305	37	21	58	6218
#6 SR 89 South/West River Street													
Base	1162	1126	2288	996	986	1982	0	0	0	474	520	994	5264
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1162	1126	2288	996	986	1982	0	0	0	474	520	994	5264
#7 DPR/I-80 WB Central													
Base	0	0	0	224	0	224	1139	869	2008	695	1189	1884	4116
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	224	0	224	1139	869	2008	695	1189	1884	4116
#8 I-80 BB / DPR Central													
Base	109	0	109	0	0	0	1092	787	1879	769	1183	1952	3940
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	109	0	109	0	0	0	1092	787	1879	769	1183	1952	3940
#9 West River/McIver Crossing													
Base	21	21	42	486	446	932	707	560	1267	817	1004	1821	4062
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	21	21	42	486	446	932	707	560	1267	817	1004	1821	4062

Truckee General Plan
LSC # 037191

Volume Type	NB Link			SB Link			EB Link			WB Link			Total Volume
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
#10 DPR/Bridge Street													
Base	1107	957	2064	493	276	769	524	708	1232	622	805	1427	5492
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1107	957	2064	493	276	769	524	708	1232	622	805	1427	5492
#11 Bridge Street West River St													
Base	1439	1457	2896	957	1107	2064	1054	901	1955	84	69	153	7068
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1439	1457	2896	957	1107	2064	1054	901	1955	84	69	153	7068
#12 Brockway Road/Palisades Drive													
Base	361	533	894	0	0	0	1328	1307	2635	1249	1098	2347	5876
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	361	533	894	0	0	0	1328	1307	2635	1249	1098	2347	5876
#13 DPR/Glenshire Drive													
Base	521	1017	1538	0	0	0	951	485	1436	752	722	1474	4448
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	521	1017	1538	0	0	0	951	485	1436	752	722	1474	4448
#14 I-80 EB/DPR Eastern													
Base	817	794	1611	606	1111	1717	482	0	482	0	0	0	3810
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	817	794	1611	606	1111	1717	482	0	482	0	0	0	3810
#15 I-80 WB/DPR Eastern													
Base	1052	606	1658	766	926	1692	0	286	286	0	0	0	3636
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1052	606	1658	766	926	1692	0	286	286	0	0	0	3636
#16 DPR/Pioneer Trail													
Base	922	747	1669	1036	1240	2276	802	778	1580	41	36	77	5602
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	922	747	1669	1036	1240	2276	802	778	1580	41	36	77	5602
#17 DPR/SR 89 North													
Base	1132	1294	2426	714	801	1515	1264	1054	2318	412	373	785	7044
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1132	1294	2426	714	801	1515	1264	1054	2318	412	373	785	7044
#18 SR 267 Bypass/I-80 WB													
Base	1263	1563	2826	1294	1142	2436	0	857	857	1005	0	1005	7124
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1263	1563	2826	1294	1142	2436	0	857	857	1005	0	1005	7124
#19 SR 267 Bypass/I-80 EB													
Base	1797	1462	3259	1564	1263	2827	579	0	579	0	1215	1215	7880
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1797	1462	3259	1564	1263	2827	579	0	579	0	1215	1215	7880

Truckee General Plan
LSC # 037191

Volume Type	NB Link			SB Link			EB Link			WB Link			Total Volume
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
#20 SR 267/Brockway Road/Joerger Drive													
Base	1867	1634	3501	1463	1798	3261	1283	1484	2767	739	436	1175	10704
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1867	1634	3501	1463	1798	3261	1283	1484	2767	739	436	1175	10704
#21 SR 267/Airport Road/Schaffer Mill Road													
Base	1352	1283	2635	1558	1765	3323	483	347	830	195	193	388	7176
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1352	1283	2635	1558	1765	3323	483	347	830	195	193	388	7176
#22 SR 267/Waddle Ranch Access													
Base	1259	1103	2362	1187	1361	2548	0	0	0	204	186	390	5300
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1259	1103	2362	1187	1361	2548	0	0	0	204	186	390	5300
#23 SR 267/Northstar Drive													
Base	749	1054	1803	1203	1259	2462	748	382	1130	0	5	5	5400
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	749	1054	1803	1203	1259	2462	748	382	1130	0	5	5	5400
#24 SR 267/Northstar Highlands Drive													
Base	571	719	1290	1054	749	1803	58	236	294	281	260	541	3928
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	571	719	1290	1054	749	1803	58	236	294	281	260	541	3928
#25 SR 28/SR 267													
Base	4	5	9	746	1378	2124	1513	1182	2695	1796	1494	3290	8118
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	5	9	746	1378	2124	1513	1182	2695	1796	1494	3290	8118
#26 SR 89/Squaw Valley Road													
Base	1079	1198	2277	1224	1145	2369	1114	1084	2198	30	20	50	6894
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1079	1198	2277	1224	1145	2369	1114	1084	2198	30	20	50	6894
#27 SR 89/Alpine Meadows Road													
Base	1242	1128	2370	1198	1079	2277	198	431	629	0	0	0	5276
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1242	1128	2370	1198	1079	2277	198	431	629	0	0	0	5276
#28 SR 89/Fairway Drive													
Base	0	0	0	36	20	56	1128	1236	2364	1238	1146	2384	4804
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	36	20	56	1128	1236	2364	1238	1146	2384	4804
#29 SR 89/SR 28 (Tahoe City 'Y')													
Base	880	592	1472	145	145	290	607	1337	1944	1016	574	1590	5296
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	880	592	1472	145	145	290	607	1337	1944	1016	574	1590	5296

Truckee General Plan
LSC # 037191

Volume	NB Link			SB Link			EB Link			WB Link			Total
Type	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	Volume

Truckee General Plan
LSC # 037191

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 1 DPR/I-80 EB/Coldstream Road	F	265.8	2.019	F	265.8	2.019	+ 0.000 V/C
# 2 I-80 WB on Ramp/DPR (Western	F	604.1	0.000	F	604.1	0.000	+ 0.000 D/V
# 3 DPR/Northwoods Blvd	C	27.2	0.867	C	27.2	0.867	+ 0.000 D/V
# 4 SR 89/Donner Pass Road	E	69.4	1.006	E	69.4	1.006	+ 0.000 D/V
# 5 SR 89 S/Deerfield Drive	C	31.2	0.928	C	31.2	0.928	+ 0.000 D/V
# 6 SR 89 South/West River Street	B	18.2	0.791	B	18.2	0.791	+ 0.000 D/V
# 7 DPR/I-80 WB Central	E	44.5	0.000	E	44.5	0.000	+ 0.000 D/V
# 8 I-80 BB / DPR Central	E	36.4	0.000	E	36.4	0.000	+ 0.000 D/V
# 9 West River/McIver Crossing	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 10 DPR/Bridge Street	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 11 Bridge Street West River St	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 12 Brockway Road/Palisades Drive	C	22.7	0.855	C	22.7	0.855	+ 0.000 D/V
# 13 DPR/Glenshire Drive	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 14 I-80 EB/DPR Eastern	F	401.9	0.000	F	401.9	0.000	+ 0.000 D/V
# 15 I-80 WB/DPR Eastern	B	10.2	0.000	B	10.2	0.000	+ 0.000 D/V
# 16 DPR/Pioneer Trail	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 17 DPR/SR 89 North	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 18 SR 267 Bypass/I-80 WB	F	172.7	1.411	F	172.7	1.411	+ 0.000 D/V
# 19 SR 267 Bypass/I-80 EB	F	131.2	1.368	F	131.2	1.368	+ 0.000 D/V
# 20 SR 267/Brockway Road/Joerger D	F	431.3	2.001	F	431.3	2.001	+ 0.000 D/V
# 21 SR 267/Airport Road/Schaffer M	F	127.5	1.285	F	127.5	1.285	+ 0.000 D/V
# 22 SR 267/Waddle Ranch Access	F	382.5	0.000	F	382.5	0.000	+ 0.000 D/V
# 23 SR 267/Northstar Drive	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 24 SR 267/Northstar Highlands Dri	F	69.3	0.000	F	69.3	0.000	+ 0.000 D/V

Truckee General Plan
LSC # 037191

Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 25 SR 28/SR 267	F	282.3	3.360	F	282.3	3.360	+ 0.000 D/V
# 26 SR 89/Squaw Valley Road	E	57.3	0.990	E	57.3	0.990	+ 0.000 D/V
# 27 SR 89/Alpine Meadows Road	F	967.6	0.000	F	967.6	0.000	+ 0.000 D/V
# 28 SR 89/Fairway Drive	D	33.9	0.000	D	33.9	0.000	+ 0.000 D/V
# 29 SR 89/SR 28 (Tahoe City 'Y')	C	32.3	0.916	C	32.3	0.916	+ 0.000 D/V

Truckee General Plan
LSC # 037191

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 DPR/I-80 EB/Coldstream Road

Cycle (sec): 100 Critical Vol./Cap. (X): 2.019

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 265.8

Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	96	404	423	44	137	13	136	218	102	636	405	87
Growth 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
Initial Bse:	96	404	423	44	137	13	136	218	102	636	405	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	404	423	44	137	13	136	218	102	636	405	87
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	101	425	445	46	144	14	143	229	107	669	426	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	425	445	46	144	14	143	229	107	669	426	92
PCE 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
MLF 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
Final Vol.:	101	425	445	46	144	14	143	229	107	669	426	92

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.44	0.46	0.23	0.70	0.07	1.00	0.68	0.32	1.00	0.82	0.18
Final Sat.:	50	211	221	92	285	27	401	297	139	415	368	79

Capacity Analysis Module:

Vol/Sat:	2.02	2.02	2.02	0.51	0.51	0.51	0.36	0.77	0.77	1.61	1.16	1.16
Crit Moves:	****			****			****			****		
Delay/Veh:	483.2	483	483.2	20.2	20.2	20.2	16.5	33.6	33.6	308.2	120	120.1
Delay 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
AdjDel/Veh:	483.2	483	483.2	20.2	20.2	20.2	16.5	33.6	33.6	308.2	120	120.1
LOS by Move:	F	F	F	C	C	C	C	D	D	F	F	F
ApproachDel:	483.2			20.2			28.5			226.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	483.2			20.2			28.5			226.1		
LOS by Appr:	F			C			D			F		

Truckee General Plan
LSC # 037191

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 I-80 WB on Ramp/DPR (Western

Average Delay (sec/veh): 154.6 Worst Case Level Of Service: F[604.1]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0

Volume Module:

Base Vol:	380	0	110	0	0	0	0	592	89	0	743	0
Growth 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
Initial Bse:	380	0	110	0	0	0	0	592	89	0	743	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	380	0	110	0	0	0	0	592	89	0	743	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	400	0	116	0	0	0	0	623	94	0	782	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	400	0	116	0	0	0	0	623	94	0	782	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	1405	xxxx	623	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	155	xxxx	490	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	155	xxxx	490	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	2.58	xxxx	0.24	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	34.9	xxxx	0.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	774.7	xxxx	14.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT		LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	604.1		xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx
ApproachLOS:	F		*			*			*			*

Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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*****
Intersection #3 DPR/Northwoods Blvd
*****
Cycle (sec):          65          Critical Vol./Cap. (X):          0.867
Loss Time (sec):      12 (Y+R = 4 sec) Average Delay (sec/veh):      27.2
Optimal Cycle:OPTIMIZED          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      0 0 1! 0 0      0 1 0 0 1      1 0 0 1 0      1 0 1 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      1 1 5      181 0 321      305 445 0      3 577 225
Growth 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
Initial Bse: 1 1 5      181 0 321      305 445 0      3 577 225
Added Vol:      0 0 0      0 0 0      0 0 0      0 0 0
PasserByVol: 0 0 0      0 0 0      0 0 0      0 0 0
Initial Fut: 1 1 5      181 0 321      305 445 0      3 577 225
User 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
PHF Adj:      0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume:      1 1 5      191 0 338      321 468 0      3 607 237
Reduct Vol:      0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:      1 1 5      191 0 338      321 468 0      3 607 237
PCE 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
MLF 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
Final Vol.:      1 1 5      191 0 338      321 468 0      3 607 237
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.88 0.88 0.88 0.71 1.00 0.85 0.95 1.00 1.00 0.95 1.00 0.85
Lanes:      0.14 0.14 0.72 1.00 0.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Sat.: 239 239 1193 1347 0 1615 1805 1900 0 1805 1900 1615
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00 0.14 0.00 0.21 0.18 0.25 0.00 0.00 0.32 0.15
Crit Moves:      ****      ****
Green/Cycle: 0.24 0.24 0.24 0.24 0.00 0.24 0.21 0.57 0.00 0.00 0.37 0.37
Volume/Cap: 0.02 0.02 0.02 0.59 0.00 0.87 0.87 0.43 0.00 0.43 0.87 0.40
Delay/Veh: 18.8 18.8 18.8 24.5 0.0 41.8 43.9 8.3 0.0 68.5 30.1 15.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 18.8 18.8 18.8 24.5 0.0 41.8 43.9 8.3 0.0 68.5 30.1 15.6
HCM2kAvg:      0 0 0      6 0 10      10 6 0      0 15 4
*****

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Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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*****
Intersection #4 SR 89/Donner Pass Road
*****
Cycle (sec):          110          Critical Vol./Cap. (X):          1.006
Loss Time (sec):      16 (Y+R = 4 sec) Average Delay (sec/veh):      69.4
Optimal Cycle:OPTIMIZED          Level Of Service:          E
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0      0      0
Lanes:      0 1 0 0 1      0 1 0 1 0      1 0 1 0 1      1 0 1 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      471 114 244      95 93 57      98 439 362      356 530 106
Growth 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
Initial Bse: 471 114 244      95 93 57      98 439 362      356 530 106
Added Vol:      0      0      0      0      0      0      0      0      0      0      0      0
PasserByVol: 0      0      0      0      0      0      0      0      0      0      0      0
Initial Fut: 471 114 244      95 93 57      98 439 362      356 530 106
User 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
PHF Adj:      0.95 0.95 0.95      0.95 0.95 0.95      0.95 0.95 0.95      0.95 0.95 0.95
PHF Volume: 496 120 257      100 98 60      103 462 381      375 558 112
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol: 496 120 257      100 98 60      103 462 381      375 558 112
PCE 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
MLF 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
Final Vol.: 496 120 257      100 98 60      103 462 381      375 558 112
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1900 1900 1900      1900 1900 1900      1900 1900 1900      1900 1900 1900
Adjustment: 0.96 0.96 0.85      0.95 0.95 0.95      0.95 1.00 0.85      0.95 1.00 0.85
Lanes:      0.81 0.19 1.00      0.78 0.76 0.46      1.00 1.00 1.00      1.00 1.00 1.00
Final Sat.: 1470 356 1615      1395 1366 837      1805 1900 1615      1805 1900 1615
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.34 0.34 0.16      0.07 0.07 0.07      0.06 0.24 0.24      0.21 0.29 0.07
Crit Moves:      ****      ****      ****      ****
Green/Cycle: 0.34 0.34 0.34      0.07 0.07 0.07      0.07 0.24 0.24      0.21 0.38 0.38
Volume/Cap: 1.01 1.01 0.47      1.01 1.01 1.01      0.78 1.01 0.98      1.01 0.78 0.18
Delay/Veh: 74.5 74.5 29.6      108.9 109 108.9      75.7 85.2 80.5      91.8 36.1 23.2
User DelAdj: 1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
AdjDel/Veh: 74.5 74.5 29.6      108.9 109 108.9      75.7 85.2 80.5      91.8 36.1 23.2
HCM2kAvg:      29 29 7      8 8 8      6 22 18      19 18 3
*****

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Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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*****
Intersection #5 SR 89 S/Deerfield Drive
*****
Cycle (sec):          75          Critical Vol./Cap. (X):          0.928
Loss Time (sec):      16 (Y+R = 4 sec) Average Delay (sec/veh):      31.2
Optimal Cycle:OPTIMIZED          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0      0      0
Lanes:      1 0 1 1 0      1 0 2 0 1      1 0 1! 0 0      1 0 0 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      227 904      4      16 844 483      505 1 88      3 1 33
Growth 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
Initial Bse: 227 904 4 16 844 483 505 1 88 3 1 33
Added Vol:      0      0      0      0      0      0      0      0      0      0      0
PasserByVol:      0      0      0      0      0      0      0      0      0      0      0
Initial Fut: 227 904 4 16 844 483 505 1 88 3 1 33
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.40 1.00 1.00 1.00 1.00 1.00
PHF Adj:      0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 239 952 4 17 888 508 744 1 93 3 1 35
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol: 239 952 4 17 888 508 744 1 93 3 1 35
PCE 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
MLF 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
Final Vol.: 239 952 4 17 888 508 744 1 93 3 1 35
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.95 0.95 0.95 0.85 0.94 0.94 0.94 0.95 0.85 0.85
Lanes:      1.00 1.99 0.01 1.00 2.00 1.00 1.80 0.01 0.19 1.00 0.03 0.97
Final Sat.: 1805 3591 16 1805 3610 1615 3215 4 355 1805 48 1575
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.13 0.27 0.27 0.01 0.25 0.31 0.23 0.26 0.26 0.00 0.02 0.02
Crit Moves:      ****      ****      ****
Green/Cycle: 0.14 0.47 0.47 0.02 0.34 0.34 0.28 0.28 0.28 0.02 0.02 0.02
Volume/Cap: 0.93 0.57 0.57 0.57 0.73 0.93 0.82 0.93 0.93 0.07 0.93 0.93
Delay/Veh: 68.9 15.0 15.0 60.3 23.9 46.1 30.8 41.6 41.6 36.5 153 152.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 68.9 15.0 15.0 60.3 23.9 46.1 30.8 41.6 41.6 36.5 153 152.6
HCM2kAvg:      10      9      8      1      10      16      12      5      16      0      3      3
*****

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Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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*****
Intersection #6 SR 89 South/West River Street
*****
Cycle (sec):          60          Critical Vol./Cap. (X):          0.791
Loss Time (sec):      12 (Y+R = 4 sec) Average Delay (sec/veh):      18.2
Optimal Cycle:OPTIMIZED          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      0 0 2 0 1      1 0 1 0 0      0 0 0 0 0      1 0 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 826 336      184 812 0      0 0 0      314 0 160
Growth 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
Initial Bse: 0 826 336      184 812 0      0 0 0      314 0 160
Added Vol:      0 0 0      0 0 0      0 0 0      0 0 0
PasserByVol: 0 0 0      0 0 0      0 0 0      0 0 0
Initial Fut: 0 826 336      184 812 0      0 0 0      314 0 160
User Adj:      1.00 1.17 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:      0.95 0.95 0.95      0.95 0.95 0.95      0.95 0.95 0.95      0.95 0.95 0.95
PHF Volume:      0 1017 354      194 855 0      0 0 0      331 0 168
Reduct Vol:      0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 0 1017 354      194 855 0      0 0 0      331 0 168
PCE 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
MLF 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
Final Vol.:      0 1017 354      194 855 0      0 0 0      331 0 168
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1900 1900 1900      1900 1900 1900      1900 1900 1900      1900 1900 1900
Adjustment: 1.00 0.95 0.85      0.95 1.00 1.00      1.00 1.00 1.00      0.95 1.00 0.85
Lanes:      0.00 2.00 1.00      1.00 1.00 0.00      0.00 0.00 0.00      1.00 0.00 1.00
Final Sat.: 0 3610 1615      1805 1900 0      0 0 0      1805 0 1615
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.28 0.22      0.11 0.45 0.00      0.00 0.00 0.00      0.18 0.00 0.10
Crit Moves:      ****      ****      ****
Green/Cycle: 0.00 0.41 0.41      0.16 0.57 0.00      0.00 0.00 0.00      0.23 0.00 0.23
Volume/Cap: 0.00 0.68 0.53      0.68 0.79 0.00      0.00 0.00 0.00      0.79 0.00 0.45
Delay/Veh:      0.0 15.8 14.1      30.7 14.2 0.0      0.0 0.0 0.0      31.6 0.0 20.6
User DelAdj: 1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
AdjDel/Veh: 0.0 15.8 14.1      30.7 14.2 0.0      0.0 0.0 0.0      31.6 0.0 20.6
HCM2kAvg:      0 9 6      5 15 0      0 0 0      8 0 3
*****

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Truckee General Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 DPR/I-80 WB Central

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: E[44.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	0	0	50	0	174	0	1139	0	0	695	0
Growth 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
Initial Bse:	0	0	0	50	0	174	0	1139	0	0	695	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	50	0	174	0	1139	0	0	695	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	53	0	183	0	1199	0	0	732	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	53	0	183	0	1199	0	0	732	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	xxxx	xxxx	xxxxx	1931	xxxx	732	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	74	xxxx	425	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	74	xxxx	425	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.71	xxxx	0.43	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	3.3	xxxx	2.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Stopped Del:	xxxxx	xxxx	xxxxx	130.5	xxxx	19.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*	F	*	C	*	*	*	*	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	xxxxxxx			44.5			xxxxxxx			xxxxxxx			
ApproachLOS:	*			E			*			*			

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 I-80 BB / DPR Central

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: E[36.4]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0

Volume Module:	North Bound					South Bound					East Bound					West Bound				
Base Vol:	18	0	91	0	0	0	0	0	0	0	0	1092	0	0	0	0	769	0	0	0
Growth 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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	0	91	0	0	0	0	0	0	0	0	1092	0	0	0	0	769	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	0	91	0	0	0	0	0	0	0	0	1092	0	0	0	0	769	0	0	0
User 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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	19	0	96	0	0	0	0	0	0	0	0	1149	0	0	0	0	809	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	19	0	96	0	0	0	0	0	0	0	0	1149	0	0	0	0	809	0	0	0

Critical Gap Module:	North Bound					South Bound					East Bound					West Bound				
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx

Capacity Module:	North Bound					South Bound					East Bound					West Bound				
Cnflict Vol:	1959	xxxx	1149	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx
Potent Cap.:	71	xxxx	244	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx
Move Cap.:	71	xxxx	244	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx
Volume/Cap:	0.27	xxxx	0.39	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx

Level Of Service Module:	North Bound					South Bound					East Bound					West Bound				
Queue:	1.0	xxxx	1.8	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx
Stopped Del:	73.6	xxxx	29.0	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx
LOS by Move:	F	*	D	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	36.4			xxxxxxx					xxxxxxx					xxxxxxx					xxxxxxx	
ApproachLOS:	E			*					*					*					*	

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 West River/McIver Crossing

Average Delay (sec/veh): 291.8 Worst Case Level Of Service: F[1215.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	1	0	0	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	3	9	9	388	9	89	96	607	4	8	468	341
Growth 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
Initial Bse:	3	9	9	388	9	89	96	607	4	8	468	341
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	9	9	388	9	89	96	607	4	8	468	341
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	3	9	9	408	9	94	101	639	4	8	493	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	3	9	9	408	9	94	101	639	4	8	493	359
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	1584	1712	641	1362	1355	493	852	xxxx	xxxxx	643	xxxx	xxxxx
Potent Cap.:	89	92	478	126	151	580	796	xxxx	xxxxx	951	xxxx	xxxxx
Move Cap.:	63	79	478	101	131	580	796	xxxx	xxxxx	951	xxxx	xxxxx
Volume/Cap:	0.05	0.12	0.02	4.04	0.07	0.16	0.13	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.6	0.4	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.4	10.2	xxxx	xxxxx	8.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	B	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	117	xxxxx	102	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.7	xxxxx	43.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	42.9	xxxxx	1485	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	E	*	F	*	*	*	*	*	*	*	*
ApproachDel:	42.9			1215.5			xxxxxxx			xxxxxxx		
ApproachLOS:	E			F			*			*		

Truckee General Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 DPR/Bridge Street

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	1 0 1	1	0	0 1 0

Volume Module:

Base Vol:	443	188	476	66	365	62	53	263	208	384	203	35
Growth 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
Initial Bse:	443	188	476	66	365	62	53	263	208	384	203	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	443	188	476	66	365	62	53	263	208	384	203	35
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	466	198	501	69	384	65	56	277	219	404	214	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	466	198	501	69	384	65	56	277	219	404	214	37

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	449	xxxx	xxxxx	699	xxxx	xxxxx	2062	2187	417	2185	1969	448
Potent Cap.:	1122	xxxx	xxxxx	907	xxxx	xxxxx	41	46	640	33	63	615
Move Cap.:	1122	xxxx	xxxxx	907	xxxx	xxxxx	0	19	640	0	26	615
Volume/Cap:	0.42	xxxx	xxxx	0.08	xxxx	xxxx	xxxxx	14.83	0.34	xxxx	8.35	0.06

Level Of Service Module:

Queue:	2.1	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	35.2	1.5	xxxxx	xxxx	xxxxx
Stopped Del:	10.5	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	6623	13.5	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	F	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	30
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	30.7
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3594
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	F
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	*			*			F			F		

Truckee General Plan
LSC # 037191

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Bridge Street West River St

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	0	0	1	0	0	1	0

Volume Module:

Base Vol:	669	751	19	31	716	210	320	19	715	26	22	36
Growth 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
Initial Bse:	669	751	19	31	716	210	320	19	715	26	22	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	669	751	19	31	716	210	320	19	715	26	22	36
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	704	791	20	33	754	221	337	20	753	27	23	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	704	791	20	33	754	221	337	20	753	27	23	38

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	975	xxxx	xxxxx	811	xxxx	xxxxx	3169	3148	864	3525	3249	801
Potent Cap.:	716	xxxx	xxxxx	824	xxxx	xxxxx	6	11	357	3	9	388
Move Cap.:	716	xxxx	xxxxx	824	xxxx	xxxxx	0	0	357	0	0	388
Volume/Cap:	0.98	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	2.11	xxxx	xxxx	0.10

Level Of Service Module:

Queue:	15.6	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	54.7	xxxxx	xxxx	xxxxx
Stopped Del:	53.8	xxxx	xxxxx	9.5	xxxx	xxxxx	xxxxx	xxxx	533.5	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	A	*	*	*	*	F	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx	
ApproachLOS:	*	*			F			F			F	

Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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*****
Intersection #12 Brockway Road/Palisades Drive
*****
Cycle (sec):          86          Critical Vol./Cap. (X):          0.855
Loss Time (sec):      12 (Y+R = 4 sec) Average Delay (sec/veh):      22.7
Optimal Cycle:OPTIMIZED          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      0      0      1      0      0      0      0      0      0      0      1      0      1      0      0
-----|-----|-----|-----|
Volume Module:
Base Vol:      210      0      151      0      0      0      0      947      381      152      1097      0
Growth 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
Initial Bse:      210      0      151      0      0      0      0      947      381      152      1097      0
Added Vol:      0      0      0      0      0      0      0      0      0      0      0      0
PasserByVol:      0      0      0      0      0      0      0      0      0      0      0      0
Initial Fut:      210      0      151      0      0      0      0      947      381      152      1097      0
User 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
PHF Adj:      0.95      0.95      0.95      0.95      0.95      0.95      0.95      0.95      0.95      0.95      0.95      0.95
PHF Volume:      221      0      159      0      0      0      0      997      401      160      1155      0
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      221      0      159      0      0      0      0      997      401      160      1155      0
PCE 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
MLF 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
Final Vol.:      221      0      159      0      0      0      0      997      401      160      1155      0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1900      1900      1900      1900      1900      1900      1900      1900      1900      1900      1900      1900
Adjustment:      0.95      1.00      0.85      1.00      1.00      1.00      1.00      1.00      0.85      0.95      1.00      1.00
Lanes:      1.00      0.00      1.00      0.00      0.00      0.00      0.00      1.00      1.00      1.00      1.00      0.00
Final Sat.:      1805      0      1615      0      0      0      0      1900      1615      1805      1900      0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.12      0.00      0.10      0.00      0.00      0.00      0.00      0.52      0.25      0.09      0.61      0.00
Crit Moves:      ****          ****          ****
Green/Cycle:      0.14      0.00      0.14      0.00      0.00      0.00      0.00      0.61      0.61      0.10      0.72      0.00
Volume/Cap:      0.86      0.00      0.69      0.00      0.00      0.00      0.00      0.86      0.40      0.86      0.85      0.00
Delay/Veh:      59.2      0.0      43.4      0.0      0.0      0.0      0.0      19.9      8.8      67.8      13.9      0.0
User DelAdj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
AdjDel/Veh:      59.2      0.0      43.4      0.0      0.0      0.0      0.0      19.9      8.8      67.8      13.9      0.0
HCM2kAvg:      9      0      5      0      0      0      0      24      6      7      25      0
*****

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Truckee General Plan
LSC # 037191

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 DPR/Glenshire Drive

Average Delay (sec/veh): 302.1 Worst Case Level Of Service: F[1270.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	0	1	0	0
Volume Module:												
Base Vol:	203	0	318	0	0	0	0	404	547	470	282	0
Growth 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
Initial Bse:	203	0	318	0	0	0	0	404	547	470	282	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	0	318	0	0	0	0	404	547	470	282	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	214	0	335	0	0	0	0	425	576	495	297	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	214	0	335	0	0	0	0	425	576	495	297	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1999	xxxx	713	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1001	xxxx	xxxxx
Potent Cap.:	67	xxxx	435	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	700	xxxx	xxxxx
Move Cap.:	28	xxxx	435	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	700	xxxx	xxxxx
Volume/Cap:	7.52	xxxx	0.77	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.71	xxxx	xxxx
Level Of Service Module:												
Queue:	26.2	xxxx	6.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	5.9	xxxx	xxxxx
Stopped Del:	3204	xxxx	35.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21.6	xxxx	xxxxx
LOS by Move:	F	*	E	*	*	*	*	*	*	C	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	1270.2			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	F			*			*			*		

Truckee General Plan
LSC # 037191

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 I-80 EB/DPR Eastern

Average Delay (sec/veh): 101.7 Worst Case Level Of Service: F[401.9]

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Lanes:	0	0	1	0	0	1	0	0	0	1	0	0	0

Volume Module:

Base Vol:	0	817	0	0	606	0	294	0	188	0	0	0
Growth 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
Initial Bse:	0	817	0	0	606	0	294	0	188	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	817	0	0	606	0	294	0	188	0	0	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	860	0	0	638	0	309	0	198	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	860	0	0	638	0	309	0	198	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1498	xxxx	638	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	136	xxxx	480	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	136	xxxx	480	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.27	xxxx	0.41	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	26.1	xxxx	2.0	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	647.6	xxxx	17.6	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	F	*	C	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			401.9			xxxxxxx		
ApproachLOS:	*			*			F			*		

Truckee General Plan
LSC # 037191

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 I-80 WB/DPR Eastern

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[10.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	1	0	0	0	0	0	0

Volume Module:

Base Vol:	126	926	0	0	606	160	0	0	0	0	0	0
Growth 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
Initial Bse:	126	926	0	0	606	160	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	926	0	0	606	160	0	0	0	0	0	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	133	975	0	0	638	168	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	133	975	0	0	638	168	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflict Vol:	806	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Potent Cap.:	827	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Move Cap.:	827	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Volume/Cap:	0.16	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	0.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	10.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	*			*			*			*		

Truckee General Plan
LSC # 037191

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 DPR/Pioneer Trail

Average Delay (sec/veh): 1416.1 Worst Case Level Of Service: F[4898.8]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	1	0	0	1	0	0	1	1	0	0	1	0	0	0	1	0	0

Volume Module:

Base Vol:	240	666	16	16	487	533	558	4	240	20	5	16
Growth 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
Initial Bse:	240	666	16	16	487	533	558	4	240	20	5	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	666	16	16	487	533	558	4	240	20	5	16
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	253	701	17	17	513	561	587	4	253	21	5	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	253	701	17	17	513	561	587	4	253	21	5	17

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	1074	xxxx	xxxxx	718	xxxx	xxxxx	1772	1769	513	2170	2322	709
Potent Cap.:	657	xxxx	xxxxx	892	xxxx	xxxxx	65	84	565	34	38	437
Move Cap.:	657	xxxx	xxxxx	892	xxxx	xxxxx	36	51	565	12	23	437
Volume/Cap:	0.38	xxxx	xxxx	0.02	xxxx	xxxx	16.16	0.08	0.45	1.71	0.23	0.04

Level Of Service Module:

Queue:	1.8	xxxx	xxxxx	0.1	xxxx	xxxxx	71.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	13.9	xxxx	xxxxx	9.1	xxxx	xxxxx	7032	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	F	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	485	xxxx	22	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	3.0	xxxxx	5.6	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	20.5	xxxxx	832	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	C	*	F	*
ApproachDel:	xxxxxxx			xxxxxxx			4898.8			832.4		
ApproachLOS:	*			*			F			F		

Truckee General Plan
LSC # 037191

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 DPR/SR 89 North

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	1	0	1	0	0	1	0	1

Volume Module:

Base Vol:	663	141	328	45	278	391	626	0	638	378	0	34
Growth 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
Initial Bse:	663	141	328	45	278	391	626	0	638	378	0	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	663	141	328	45	278	391	626	0	638	378	0	34
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	698	148	345	47	293	412	659	0	672	398	0	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	698	148	345	47	293	412	659	0	672	398	0	36

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	xxxx	6.2	7.1	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	704	xxxx	xxxxx	494	xxxx	xxxxx	2122	xxxx	293	2473	xxxx	148
Potent Cap.:	903	xxxx	xxxxx	1080	xxxx	xxxxx	37	xxxx	751	21	xxxx	904
Move Cap.:	903	xxxx	xxxxx	1080	xxxx	xxxxx	13	xxxx	751	1	xxxx	904
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	0	xxxxx	0	0	xxxxx
Volume/Cap:	0.77	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	0.89	xxxx	xxxx	0.04

Level Of Service Module:

Queue:	7.8	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	21.1	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	751	xxxx	xxxx	904
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.6	xxxxx	xxxx	0.1
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	35.9	xxxxx	xxxx	9.1
Shared LOS:	*	*	*	*	*	*	*	*	E	*	*	A
ApproachDel:	xxxxxx	xxxxxx			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:	*	*			F			F			F	

Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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*****
Intersection #18 SR 267 Bypass/I-80 WB
*****
Cycle (sec):          120          Critical Vol./Cap. (X):          1.411
Loss Time (sec):      12 (Y+R = 4 sec) Average Delay (sec/veh):      172.7
Optimal Cycle:OPTIMIZED          Level Of Service:          F
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      1      0      0      0      0      1      0      1      0      0      1
-----|-----|-----|-----|
Volume Module:
Base Vol:      597      666      0      0      1042      252      0      0      0      521      8      476
Growth 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
Initial Bse:      597      666      0      0      1042      252      0      0      0      521      8      476
Added Vol:      0      0      0      0      0      0      0      0      0      0      0      0
PasserByVol:      0      0      0      0      0      0      0      0      0      0      0      0
Initial Fut:      597      666      0      0      1042      252      0      0      0      521      8      476
User 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
PHF Adj:      0.95      0.95      0.95      0.95      0.95      0.95      0.95      0.95      0.95      0.95      0.95      0.95
PHF Volume:      628      701      0      0      1097      265      0      0      0      548      8      501
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      628      701      0      0      1097      265      0      0      0      548      8      501
PCE 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
MLF 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
Final Vol.:      628      701      0      0      1097      265      0      0      0      548      8      501
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1900      1900      1900      1900      1900      1900      1900      1900      1900      1900      1900      1900
Adjustment:      0.95      1.00      1.00      1.00      1.00      0.85      1.00      1.00      1.00      0.85      0.85      0.85
Lanes:      1.00      1.00      0.00      0.00      1.00      1.00      0.00      0.00      0.00      0.98      0.02      1.00
Final Sat.:      1805      1900      0      0      1900      1615      0      0      0      1591      24      1615
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.35      0.37      0.00      0.00      0.58      0.16      0.00      0.00      0.00      0.34      0.34      0.31
Crit Moves:      ****          ****          ****
Green/Cycle:      0.25      0.66      0.00      0.00      0.41      0.41      0.00      0.00      0.00      0.24      0.24      0.24
Volume/Cap:      1.41      0.56      0.00      0.00      1.41      0.40      0.00      0.00      0.00      1.41      1.41      1.27
Delay/Veh:      243.3      11.9      0.0      0.0      228      25.5      0.0      0.0      0.0      245.0      245      185.4
User DelAdj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
AdjDel/Veh:      243.3      11.9      0.0      0.0      228      25.5      0.0      0.0      0.0      245.0      245      185.4
HCM2kAvg:      49      14      0      0      80      7      0      0      0      49      38      34
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Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 SR 267 Bypass/I-80 EB

Cycle (sec): 120 Critical Vol./Cap. (X): 1.368
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 131.2
Optimal Cycle: OPTIMIZED Level Of Service: F

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	0	0	1	0	1	1	0	1	0	0	0	1	0	0	1	0	0	0	0	0

Volume Module:												
Base Vol:	0	1127	670	545	1019	0	136	0	443	0	0	0
Growth 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
Initial Bse:	0	1127	670	545	1019	0	136	0	443	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1127	670	545	1019	0	136	0	443	0	0	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1186	705	574	1073	0	143	0	466	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1186	705	574	1073	0	143	0	466	0	0	0
PCE 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
MLF 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
Final Vol.:	0	1186	705	574	1073	0	143	0	466	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1615	1805	1900	0	1809	0	1615	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.62	0.44	0.32	0.56	0.00	0.08	0.00	0.29	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.46	0.46	0.23	0.69	0.00	0.21	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	0.00	1.37	0.96	1.37	0.82	0.00	0.37	0.00	1.37	0.00	0.00	0.00
Delay/Veh:	0.0	205	54.5	226.2	17.6	0.0	41.2	0.0	230.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	205	54.5	226.2	17.6	0.0	41.2	0.0	230.5	0.0	0.0	0.0
HCM2kAvg:	0	83	30	44	30	0	5	0	34	0	0	0

Truckee General Plan
LSC # 037191

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 SR 267/Brockway Road/Joerger Drive

Cycle (sec): 120 Critical Vol./Cap. (X): 2.001

Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 431.3

Optimal Cycle: OPTIMIZED Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	700	1078	89	173	834	456	451	174	658	142	328	269
Growth 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
Initial Bse:	700	1078	89	173	834	456	451	174	658	142	328	269
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	700	1078	89	173	834	456	451	174	658	142	328	269
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	737	1135	94	182	878	480	475	183	693	149	345	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	737	1135	94	182	878	480	475	183	693	149	345	283
PCE 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
MLF 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
Final Vol.:	737	1135	94	182	878	480	475	183	693	149	345	283

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	0.85	0.97	0.97	0.85	0.94	0.94	0.94
Lanes:	1.00	0.92	0.08	1.00	1.00	1.00	0.72	0.28	1.00	0.19	0.45	0.36
Final Sat.:	1805	1736	143	1805	1900	1615	1323	510	1615	344	794	651

Capacity Analysis Module:

Vol/Sat:	0.41	0.65	0.65	0.10	0.46	0.30	0.36	0.36	0.43	0.43	0.43	0.43
Crit Moves:	****			****					****	****		
Green/Cycle:	0.20	0.38	0.38	0.06	0.23	0.23	0.21	0.21	0.21	0.22	0.22	0.22
Volume/Cap:	2.00	1.73	1.73	1.73	2.00	1.29	1.67	1.67	2.00	2.00	2.00	2.00
Delay/Veh:	507.7	374	374.0	423.7	505	194.2	361.4	361	507.7	506.4	506	506.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	507.7	374	374.0	423.7	505	194.2	361.4	361	507.7	506.4	506	506.4
HCM2kAvg:	76	109	103	19	86	33	59	59	68	78	76	78

Truckee General Plan
LSC # 037191

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 SR 267/Airport Road/Schaffer Mill Road

Cycle (sec): 120 Critical Vol./Cap. (X): 1.285

Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 127.5

Optimal Cycle: OPTIMIZED Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	34	1261	57	107	1163	288	397	29	57	63	25	107
Growth 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
Initial Bse:	34	1261	57	107	1163	288	397	29	57	63	25	107
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1261	57	107	1163	288	397	29	57	63	25	107
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	36	1327	60	113	1224	303	418	31	60	66	26	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1327	60	113	1224	303	418	31	60	66	26	113
PCE 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
MLF 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
Final Vol.:	36	1327	60	113	1224	303	418	31	60	66	26	113

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	0.85	0.96	0.96	0.85	0.97	0.97	0.85
Lanes:	1.00	0.96	0.04	1.00	1.00	1.00	0.93	0.07	1.00	0.72	0.28	1.00
Final Sat.:	1805	1807	82	1805	1900	1615	1691	124	1615	1313	521	1615

Capacity Analysis Module:

Vol/Sat:	0.02	0.73	0.73	0.06	0.64	0.19	0.25	0.25	0.04	0.05	0.05	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.02	0.57	0.57	0.05	0.60	0.60	0.19	0.19	0.19	0.05	0.05	0.05
Volume/Cap:	1.07	1.29	1.29	1.29	1.07	0.31	1.29	1.29	0.19	0.93	0.93	1.29
Delay/Veh:	236.8	161	161.2	247.8	71.7	11.9	196.9	197	41.0	124.6	125	247.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	236.8	161	161.2	247.8	71.7	11.9	196.9	197	41.0	124.6	125	247.4
HCM2kAvg:	4	89	96	10	59	5	32	31	2	6	6	9

Truckee General Plan
LSC # 037191

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 SR 267/Waddle Ranch Access

Average Delay (sec/veh): 30.2 Worst Case Level Of Service: F[382.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1209	50	136	1051	0	0	0	0	52	0	152
Growth 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
Initial Bse:	0	1209	50	136	1051	0	0	0	0	52	0	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1209	50	136	1051	0	0	0	0	52	0	152
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1273	53	143	1106	0	0	0	0	55	0	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	1273	53	143	1106	0	0	0	0	55	0	160

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	1325	xxxx	xxxxx	xxxx	xxxx	xxxxx	2692	xxxx	1299
Potent Cap.:	xxxx	xxxx	xxxxx	528	xxxx	xxxxx	xxxx	xxxx	xxxxx	24	xxxx	199
Move Cap.:	xxxx	xxxx	xxxxx	528	xxxx	xxxxx	xxxx	xxxx	xxxxx	19	xxxx	199
Volume/Cap:	xxxx	xxxx	xxxx	0.27	xxxx	xxxx	xxxx	xxxx	xxxx	2.92	xxxx	0.80

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
Queue:	xxxxx	xxxx	xxxxx	1.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	5.7
Stopped Del:	xxxxx	xxxx	xxxxx	14.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1293	xxxx	70.9
LOS by Move:	*	*	*	B	*	*	*	*	*	F	*	F
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	1.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	14.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	382.5	xxxxxxx	xxxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	F	*	*

Truckee General Plan
LSC # 037191

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 SR 267/Northstar Drive

Average Delay (sec/veh): 957.9 Worst Case Level Of Service: F[3454.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	1	0	1	0	0	0	0

Volume Module:

Base Vol:	110	638	1	3	928	272	621	1	126	0	0	0
Growth 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
Initial Bse:	110	638	1	3	928	272	621	1	126	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	638	1	3	928	272	621	1	126	0	0	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	116	672	1	3	977	286	654	1	133	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	116	672	1	3	977	286	654	1	133	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	1263	xxxx	xxxxx	673	xxxx	xxxxx	1887	1887	977	xxxx	xxxx	xxxxx
Potent Cap.:	557	xxxx	xxxxx	928	xxxx	xxxxx	78	71	307	xxxx	xxxx	xxxxx
Move Cap.:	557	xxxx	xxxxx	928	xxxx	xxxxx	66	56	307	xxxx	xxxx	xxxxx
Volume/Cap:	0.21	xxxx	xxxx	0.00	xxxx	xxxx	9.95	0.02	0.43	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	0.8	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	13.1	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	66	xxxx	297	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	76.8	xxxx	2.2	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4154	xxxx	26.7	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	D	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			3454.0			xxxxxxx		
ApproachLOS:	*			*			F			*		

Truckee General Plan
LSC # 037191

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #24 SR 267/Northstar Highlands Drive

Average Delay (sec/veh): 12.1 Worst Case Level Of Service: F[69.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0

Volume Module:												
Base Vol:	38	508	25	227	635	192	0	8	50	34	6	241
Growth 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
Initial Bse:	38	508	25	227	635	192	0	8	50	34	6	241
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	508	25	227	635	192	0	8	50	34	6	241
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	40	535	26	239	668	202	0	8	53	36	6	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	40	535	26	239	668	202	0	8	53	36	6	254
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	871	xxxx	xxxxx	561	xxxx	xxxxx	xxxx	1888	769	1906	1976	548
Potent Cap.:	783	xxxx	xxxxx	1020	xxxx	xxxxx	xxxx	71	404	53	63	540
Move Cap.:	783	xxxx	xxxxx	1020	xxxx	xxxxx	xxxx	52	404	32	46	540
Volume/Cap:	0.05	xxxx	xxxx	0.23	xxxx	xxxx	xxxx	0.16	0.13	1.12	0.14	0.47

Level Of Service Module:												
Queue:	0.2	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.9	xxxx	xxxxx
Stopped Del:	9.8	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	386.7	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	F	*	*
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	208	xxxx	xxxx	427
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	1.2	xxxxx	xxxx	3.9
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	29.3	xxxxx	xxxx	25.7
Shared LOS:	*	*	*	*	*	*	*	*	D	*	*	D
ApproachDel:	xxxxxxx	xxxxxxx			29.3			69.3				
ApproachLOS:	*	*			D			F				

Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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*****
Intersection #25 SR 28/SR 267
*****
Cycle (sec):          120          Critical Vol./Cap. (X):          3.360
Loss Time (sec):      12 (Y+R = 4 sec) Average Delay (sec/veh):      282.3
Optimal Cycle:OPTIMIZED          Level Of Service:          F
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0      0      0
Lanes:      0      0      1!      0      0      0      1      0      0      1      1      0      1      0      1      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:      1      0      3      413      1      332      434      1078      1      3      849      944
Growth 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
Initial Bse: 1      0      3      413      1      332      434      1078      1      3      849      944
Added Vol:      0      0      0      0      0      0      0      0      0      0      0      0
PasserByVol: 0      0      0      0      0      0      0      0      0      0      0      0
Initial Fut: 1      0      3      413      1      332      434      1078      1      3      849      944
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10
PHF Adj:      0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume:      1      0      3      435      1      349      457      1135      1      3      894      1093
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      1      0      3      435      1      349      457      1135      1      3      894      1093
PCE 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
MLF 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
Final Vol.:      1      0      3      435      1      349      457      1135      1      3      894      1093
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.48 1.00 0.48 0.71 0.71 0.85 0.09 1.00 1.00 0.25 0.92 0.92
Lanes:      0.25 0.00 0.75 0.99 0.01 1.00 1.00 1.99 0.01 1.00 1.00 1.00
Final Sat.: 229      0      687 1348      3      1615 169 3796      4      479 1744 1744
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00 0.32 0.32 0.22 2.70 0.30 0.30 0.01 0.51 0.63
Crit Moves:      ****      ****
Green/Cycle: 0.10 0.00 0.10 0.10 0.10 0.10 0.80 0.80 0.80 0.80 0.80 0.80
Volume/Cap: 0.05 0.00 0.05 3.36 3.36 2.25 3.36 0.37 0.37 0.01 0.64 0.78
Delay/Veh: 49.5      0.0 49.5 1136 1136 638.7 1092 3.4      3.4      2.3 5.2      7.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 49.5      0.0 49.5 1136 1136 638.7 1092 3.4      3.4      2.3 5.2      7.8
HCM2kAvg:      0      0      0      76      19      38      623      6      2      0      14      22
*****

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Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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*****
Intersection #26 SR 89/Squaw Valley Road
*****
Cycle (sec):          105          Critical Vol./Cap. (X):          0.990
Loss Time (sec):      12 (Y+R = 4 sec) Average Delay (sec/veh):      57.3
Optimal Cycle:OPTIMIZED          Level Of Service:          E
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Split Phase      Split Phase
Rights:      Include      Ignore      Ignore      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 1 1 0      1 0 1 0 1      1 1 0 0 1      0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      534 535 10      10 674 540      600 0 514      10 10 10
Growth 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
Initial Bse: 534 535 10      10 674 540      600 0 514      10 10 10
Added Vol:      0 0 0      0 0 0      0 0 0      0 0 0
PasserByVol: 0 0 0      0 0 0      0 0 0      0 0 0
Initial Fut: 534 535 10      10 674 540      600 0 514      10 10 10
User Adj:      1.00 1.00 1.00      1.00 1.00 0.00      1.00 1.00 0.00      1.00 1.00 1.00
PHF Adj:      0.95 0.95 0.95      0.95 0.95 0.00      0.95 0.95 0.00      0.95 0.95 0.95
PHF Volume: 562 563 11      11 709 0      632 0 0      11 11 11
Reduct Vol:      0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 562 563 11      11 709 0      632 0 0      11 11 11
PCE Adj:      1.00 1.00 1.00      1.00 1.00 0.00      1.00 1.00 0.00      1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00      1.00 1.00 0.00      1.00 1.00 0.00      1.00 1.00 1.00
Final Vol.: 562 563 11      11 709 0      632 0 0      11 11 11
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1900 1900 1900      1900 1900 1900      1900 1900 1900      1900 1900 1900
Adjustment: 0.95 0.95 0.95      0.95 1.00 1.00      0.95 1.00 1.00      0.94 0.94 0.94
Lanes:      1.00 1.96 0.04      1.00 1.00 1.00      2.00 0.00 1.00      0.34 0.33 0.33
Final Sat.: 1805 3533 66      1805 1900 1900      3618 0 1900      595 595 595
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.31 0.16 0.16      0.01 0.37 0.00      0.17 0.00 0.00      0.02 0.02 0.02
Crit Moves:      ****      ****      ****      ****
Green/Cycle: 0.31 0.67 0.67      0.02 0.38 0.00      0.18 0.00 0.00      0.02 0.02 0.02
Volume/Cap: 0.99 0.24 0.24      0.24 0.99 0.00      0.99 0.00 0.00      0.99 0.99 0.99
Delay/Veh: 71.0 7.0 7.0      53.1 63.6 0.0      76.2 0.0 0.0      206.7 207 206.7
User DelAdj: 1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
AdjDel/Veh: 71.0 7.0 7.0      53.1 63.6 0.0      76.2 0.0 0.0      206.7 207 206.7
HCM2kAvg:      25 4 3      1 30 0      16 0 0      3 3 3
*****

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Truckee General Plan
LSC # 037191

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #27 SR 89/Alpine Meadows Road

Average Delay (sec/veh): 74.2 Worst Case Level Of Service: F[967.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	245	997	0	0	1012	186	82	0	116	0	0	0
Growth 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
Initial Bse:	245	997	0	0	1012	186	82	0	116	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	245	997	0	0	1012	186	82	0	116	0	0	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	258	1049	0	0	1065	196	86	0	122	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	258	1049	0	0	1065	196	86	0	122	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflict Vol:	1261	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2631	xxxx	1065	xxxxxx	xxxx	xxxxxx
Potent Cap.:	558	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	27	xxxx	273	xxxxxx	xxxx	xxxxxx
Move Cap.:	558	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	17	xxxx	273	xxxxxx	xxxx	xxxxxx
Volume/Cap:	0.46	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	5.10	xxxx	0.45	xxxxxx	xxxx	xxxxxx

Level Of Service Module:

Queue:	2.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	11.5	xxxx	2.2	xxxxxx	xxxx	xxxxxx	
Stopped Del:	16.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2296	xxxx	28.5	xxxxxx	xxxx	xxxxxx	
LOS by Move:	C	*	*	*	*	*	F	*	D	*	*	*	
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	xxxxxxx	xxxxxxx			967.6			xxxxxxx			xxxxxxx		
ApproachLOS:	*	*			F			*			*		

Truckee General Plan
LSC # 037191

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #28 SR 89/Fairway Drive

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: D[33.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	1	0	0	0

Volume Module:

Base Vol:	0	0	0	20	0	16	2	1126	0	0	1220	18
Growth 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
Initial Bse:	0	0	0	20	0	16	2	1126	0	0	1220	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	16	2	1126	0	0	1220	18
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	21	0	17	2	1185	0	0	1284	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	21	0	17	2	1185	0	0	1284	19

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	2483	xxxx	1294	1303	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	33	xxxx	201	538	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	33	xxxx	201	538	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	0	0	xxxxx	140	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.15	xxxx	0.08	0.00	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	162	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	33.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			33.9			xxxxxxx			xxxxxxx		
ApproachLOS:	*			D			*			*		

Truckee General Plan
LSC # 037191

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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*****
Intersection #29 SR 89/SR 28 (Tahoe City 'Y')
*****
Cycle (sec):          5                Critical Vol./Cap. (X):          0.916
Loss Time (sec):      16 (Y+R = 4 sec) Average Delay (sec/veh):        32.3
Optimal Cycle:OPTIMIZED                Level Of Service:              C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0      0      0      0      0      0      0      0      0      0
Lanes:        1  0  1!  0  0      0  0  1!  0  0      1  0  1  1  0      2  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:      803      70      7      57      53      35      42      510      55      484      499      33
Growth 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
Initial Bse:    803      70      7      57      53      35      42      510      55      484      499      33
Added Vol:      0      0      0      0      0      0      0      0      0      0      0      0
PasserByVol:    0      0      0      0      0      0      0      0      0      0      0      0
Initial Fut:    803      70      7      57      53      35      42      510      55      484      499      33
User 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
PHF Adj:        0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95
PHF Volume:     845      74      7      60      56      37      44      537      58      509      525      35
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:    845      74      7      60      56      37      44      537      58      509      525      35
PCE 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
MLF 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
Final Vol.:     845      74      7      60      56      37      44      537      58      509      525      35
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900
Adjustment:    0.68  0.65  0.65  0.84  0.84  0.84  0.95  0.94  0.94  0.92  0.94  0.94
Lanes:        1.83  0.15  0.02  0.39  0.37  0.24  1.00  1.81  0.19  2.00  1.88  0.12
Final Sat.:    2360  187      19      629  585      386  1805  3210      346  3502  3356      222
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.36  0.39  0.39  0.10  0.10  0.10  0.02  0.17  0.17  0.15  0.16  0.16
Crit Moves:      ****              ****              ****
Green/Cycle:   0.43  0.43  0.43  0.43  0.43  0.43  0.05  0.18  0.18  0.16  0.30  0.30
Volume/Cap:    0.83  0.92  0.92  0.22  0.22  0.22  0.53  0.92  0.92  0.92  0.53  0.53
Delay/Veh:     23.2  31.4  31.4  12.7  12.7  12.7  39.0  45.9  45.9  49.0  21.1  21.1
User DelAdj:   1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh:    23.2  31.4  31.4  12.7  12.7  12.7  39.0  45.9  45.9  49.0  21.1  21.1
HCM2kAvg:      16      20      16      2      2      2      2      10      10      10      6      6
*****

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Truckee General Plan
LSC # 037191

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #202 Glenshire Drive/Whitehorse/Martis Peak

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: B[10.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	17	0	45	9	0	14	9	80	42	46	129	20
Growth 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
Initial Bse:	17	0	45	9	0	14	9	80	42	46	129	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	0	45	9	0	14	9	80	42	46	129	20
User 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
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	19	0	50	10	0	16	10	89	47	51	143	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	19	0	50	10	0	16	10	89	47	51	143	22

Critical Gap Module:

Critical Gp:	7.1	xxxx	6.2	7.1	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	397	xxxx	112	414	xxxx	154	166	xxxx	xxxxx	136	xxxx	xxxxx
Potent Cap.:	567	xxxx	946	552	xxxx	897	1425	xxxx	xxxxx	1461	xxxx	xxxxx
Move Cap.:	539	xxxx	946	506	xxxx	897	1425	xxxx	xxxxx	1461	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	0.05	0.02	xxxx	0.02	0.01	xxxx	xxxx	0.03	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	784	xxxxx	xxxx	689	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	10.0	xxxxx	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	10.0			10.4			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

Mitigated 2025 Intersection LOS
1996 General Plan

Truckee General Plan
LSC # 037191
MITGATED LOS

Scenario: Scenario Report
2025 Existing Gen Plan Land Uses

Command: Default Command
Volume: Sum
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Summer
Trip Distribution: Default Trip Distribution
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

Truckee General Plan
LSC # 037191
MITGATED LOS

Turning Movement Report
summer weekday

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 DPR/I-80 EB/Coldstream Road													
Base	104	378	448	41	97	13	130	241	97	593	414	83	2639
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	104	378	448	41	97	13	130	241	97	593	414	83	2639
#2 I-80 WB on Ramp/DPR (Western													
Base	357	0	97	0	0	0	0	672	56	0	727	0	1909
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	357	0	97	0	0	0	0	672	56	0	727	0	1909
#3 DPR/Northwoods Blvd													
Base	1	1	5	248	0	308	318	516	0	3	616	230	2246
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	5	248	0	308	318	516	0	3	616	230	2246
#4 SR 89/Donner Pass Road													
Base	511	131	245	88	96	56	96	424	524	338	547	86	3142
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	511	131	245	88	96	56	96	424	524	338	547	86	3142
#5 SR 89 S/Deerfield Drive													
Base	226	849	33	121	832	456	475	10	87	25	12	149	3275
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	226	849	33	121	832	456	475	10	87	25	12	149	3275
#6 SR 89 South/West River Street													
Base	0	792	364	197	809	0	0	0	0	314	0	166	2642
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	792	364	197	809	0	0	0	0	314	0	166	2642
#7 DPR/I-80 WB Central													
Base	0	0	0	51	0	130	0	982	0	0	748	0	1911
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	51	0	130	0	982	0	0	748	0	1911
#8 I-80 BB / DPR Central													
Base	8	0	104	0	0	0	0	999	0	0	758	0	1869
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	0	104	0	0	0	0	999	0	0	758	0	1869
#9 West River/McIver Crossing													
Base	3	9	9	346	9	81	89	626	4	8	458	349	1991
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	9	9	346	9	81	89	626	4	8	458	349	1991

Truckee General Plan
LSC # 037191
MITGATED LOS

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#10 DPR/Bridge Street													
Base	420	178	473	77	357	62	53	241	199	376	227	45	2708
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	420	178	473	77	357	62	53	241	199	376	227	45	2708
#11 Bridge Street West River St													
Base	674	696	18	31	700	201	339	19	669	24	21	36	3428
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	674	696	18	31	700	201	339	19	669	24	21	36	3428
#12 Brockway Road/Palisades Drive													
Base	196	0	157	0	0	0	0	905	366	155	1066	0	2845
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	196	0	157	0	0	0	0	905	366	155	1066	0	2845
#13 DPR/Glenshire Drive													
Base	248	0	279	0	0	0	0	362	566	458	256	0	2169
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	248	0	279	0	0	0	0	362	566	458	256	0	2169
#14 I-80 EB/DPR Eastern													
Base	0	737	0	0	560	0	278	0	202	0	0	0	1777
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	737	0	0	560	0	278	0	202	0	0	0	1777
#15 I-80 WB/DPR Eastern													
Base	97	859	0	0	560	133	0	0	0	0	0	0	1649
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	97	859	0	0	560	133	0	0	0	0	0	0	1649
#16 DPR/Pioneer Trail													
Base	205	650	0	0	490	519	486	0	183	0	0	0	2533
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	205	650	0	0	490	519	486	0	183	0	0	0	2533
#17 DPR/SR 89 North													
Base	652	192	320	42	295	375	572	0	588	371	0	43	3450
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	652	192	320	42	295	375	572	0	588	371	0	43	3450
#18 SR 267 Bypass/I-80 WB													
Base	659	690	0	0	1011	243	0	0	0	570	8	473	3654
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	659	690	0	0	1011	243	0	0	0	570	8	473	3654

Truckee General Plan
LSC # 037191
MITGATED LOS

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#19 SR 267 Bypass/I-80 EB													
Base	0	1202	726	508	1072	0	147	0	506	0	0	0	4161
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1202	726	508	1072	0	147	0	506	0	0	0	4161
#20 SR 267/Brockway Road/Joerger Drive													
Base	599	1110	185	292	855	432	419	267	595	169	435	400	5758
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	599	1110	185	292	855	432	419	267	595	169	435	400	5758
#21 SR 267/Airport Road/Schaffer Mill Road													
Base	34	1285	51	101	1159	281	406	27	60	59	23	100	3586
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	34	1285	51	101	1159	281	406	27	60	59	23	100	3586
#22 SR 267/Waddle Ranch Access													
Base	0	1225	48	135	1147	0	0	0	0	51	0	153	2759
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1225	48	135	1147	0	0	0	0	51	0	153	2759
#23 SR 267/Northstar Drive													
Base	109	643	1	3	929	266	630	0	127	0	0	0	2708
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	109	643	1	3	929	266	630	0	127	0	0	0	2708
#24 SR 267/Northstar Highlands Drive													
Base	32	507	27	218	639	199	0	6	42	37	4	246	1957
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	32	507	27	218	639	199	0	6	42	37	4	246	1957
#25 SR 28/SR 267													
Base	1	0	3	412	1	331	434	1078	1	3	849	944	4057
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	3	412	1	331	434	1078	1	3	849	944	4057
#26 SR 89/Squaw Valley Road													
Base	534	529	10	10	671	540	600	0	514	10	10	10	3438
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	534	529	10	10	671	540	600	0	514	10	10	10	3438
#27 SR 89/Alpine Meadows Road													
Base	245	991	0	0	1009	186	82	0	116	0	0	0	2629
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	245	991	0	0	1009	186	82	0	116	0	0	0	2629

Truckee General Plan
LSC # 037191
MITGATED LOS

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#28 SR 89/Fairway Drive													
Base	0	0	0	20	0	16	2	1126	0	0	1220	18	2402
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	20	0	16	2	1126	0	0	1220	18	2402
#29 SR 89/SR 28 (Tahoe City 'Y')													
Base	803	70	7	57	53	35	42	513	55	484	499	33	2651
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	803	70	7	57	53	35	42	513	55	484	499	33	2651

Truckee General Plan
LSC # 037191
MITGATED LOS

Link Volume Report
summer weekday

Volume Type	NB Link			SB Link			EB Link			WB Link			Total Volume
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
#1 DPR/I-80 EB/Coldstream Road													
Base	930	787	1717	151	591	742	468	531	999	1090	730	1820	5278
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	930	787	1717	151	591	742	468	531	999	1090	730	1820	5278
#2 I-80 WB on Ramp/DPR (Western													
Base	454	56	510	0	0	0	728	1084	1812	727	769	1496	3818
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	454	56	510	0	0	0	728	1084	1812	727	769	1496	3818
#3 DPR/Northwoods Blvd													
Base	7	3	10	556	549	1105	834	925	1759	849	769	1618	4492
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	3	10	556	549	1105	834	925	1759	849	769	1618	4492
#4 SR 89/Donner Pass Road													
Base	887	958	1845	240	313	553	1044	1114	2158	971	757	1728	6284
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	887	958	1845	240	313	553	1044	1114	2158	971	757	1728	6284
#5 SR 89 S/Deerfield Drive													
Base	1108	944	2052	1409	1473	2882	572	694	1266	186	164	350	6550
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1108	944	2052	1409	1473	2882	572	694	1266	186	164	350	6550
#6 SR 89 South/West River Street													
Base	1156	1123	2279	1006	958	1964	0	0	0	480	561	1041	5284
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1156	1123	2279	1006	958	1964	0	0	0	480	561	1041	5284
#7 DPR/I-80 WB Central													
Base	0	0	0	181	0	181	982	878	1860	748	1033	1781	3822
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	181	0	181	982	878	1860	748	1033	1781	3822
#8 I-80 BB / DPR Central													
Base	112	0	112	0	0	0	999	766	1765	758	1103	1861	3738
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	112	0	112	0	0	0	999	766	1765	758	1103	1861	3738
#9 West River/McIver Crossing													
Base	21	21	42	436	447	883	719	542	1261	815	981	1796	3982
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	21	21	42	436	447	883	719	542	1261	815	981	1796	3982

Truckee General Plan
LSC # 037191
MITGATED LOS

Volume Type	NB Link			SB Link			EB Link			WB Link			Total Volume
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
#10 DPR/Bridge Street													
Base	1071	932	2003	496	276	772	493	709	1202	648	791	1439	5416
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1071	932	2003	496	276	772	493	709	1202	648	791	1439	5416
#11 Bridge Street West River St													
Base	1388	1393	2781	932	1071	2003	1027	896	1923	81	68	149	6856
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1388	1393	2781	932	1071	2003	1027	896	1923	81	68	149	6856
#12 Brockway Road/Palisades Drive													
Base	353	521	874	0	0	0	1271	1262	2533	1221	1062	2283	5690
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	353	521	874	0	0	0	1271	1262	2533	1221	1062	2283	5690
#13 DPR/Glenshire Drive													
Base	527	1024	1551	0	0	0	928	504	1432	714	641	1355	4338
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	527	1024	1551	0	0	0	928	504	1432	714	641	1355	4338
#14 I-80 EB/DPR Eastern													
Base	737	762	1499	560	1015	1575	480	0	480	0	0	0	3554
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	737	762	1499	560	1015	1575	480	0	480	0	0	0	3554
#15 I-80 WB/DPR Eastern													
Base	956	560	1516	693	859	1552	0	230	230	0	0	0	3298
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	956	560	1516	693	859	1552	0	230	230	0	0	0	3298
#16 DPR/Pioneer Trail													
Base	855	673	1528	1009	1136	2145	669	724	1393	0	0	0	5066
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	855	673	1528	1009	1136	2145	669	724	1393	0	0	0	5066
#17 DPR/SR 89 North													
Base	1164	1254	2418	712	807	1519	1160	1027	2187	414	362	776	6900
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1164	1254	2418	712	807	1519	1160	1027	2187	414	362	776	6900
#18 SR 267 Bypass/I-80 WB													
Base	1349	1581	2930	1254	1163	2417	0	910	910	1051	0	1051	7308
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1349	1581	2930	1254	1163	2417	0	910	910	1051	0	1051	7308

Truckee General Plan
LSC # 037191
MITGATED LOS

Volume Type	NB Link			SB Link			EB Link			WB Link			Total Volume
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
#19 SR 267 Bypass/I-80 EB													
Base	1928	1578	3506	1580	1349	2929	653	0	653	0	1234	1234	8322
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1928	1578	3506	1580	1349	2929	653	0	653	0	1234	1234	8322
#20 SR 267/Brockway Road/Joerger Drive													
Base	1894	1619	3513	1579	1929	3508	1281	1466	2747	1004	744	1748	11516
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1894	1619	3513	1579	1929	3508	1281	1466	2747	1004	744	1748	11516
#21 SR 267/Airport Road/Schaffer Mill Road													
Base	1370	1278	2648	1541	1791	3332	493	338	831	182	179	361	7172
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1370	1278	2648	1541	1791	3332	493	338	831	182	179	361	7172
#22 SR 267/Waddle Ranch Access													
Base	1273	1198	2471	1282	1378	2660	0	0	0	204	183	387	5518
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1273	1198	2471	1282	1378	2660	0	0	0	204	183	387	5518
#23 SR 267/Northstar Drive													
Base	753	1056	1809	1198	1273	2471	757	375	1132	0	4	4	5416
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	753	1056	1809	1198	1273	2471	757	375	1132	0	4	4	5416
#24 SR 267/Northstar Highlands Drive													
Base	566	718	1284	1056	753	1809	48	235	283	287	251	538	3914
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	566	718	1284	1056	753	1809	48	235	283	287	251	538	3914
#25 SR 28/SR 267													
Base	4	5	9	744	1378	2122	1513	1181	2694	1796	1493	3289	8114
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	5	9	744	1378	2122	1513	1181	2694	1796	1493	3289	8114
#26 SR 89/Squaw Valley Road													
Base	1073	1195	2268	1221	1139	2360	1114	1084	2198	30	20	50	6876
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1073	1195	2268	1221	1139	2360	1114	1084	2198	30	20	50	6876
#27 SR 89/Alpine Meadows Road													
Base	1236	1125	2361	1195	1073	2268	198	431	629	0	0	0	5258
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1236	1125	2361	1195	1073	2268	198	431	629	0	0	0	5258

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Volume Type	NB Link			SB Link			EB Link			WB Link			Total Volume
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
#28 SR 89/Fairway Drive													
Base	0	0	0	36	20	56	1128	1236	2364	1238	1146	2384	4804
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	36	20	56	1128	1236	2364	1238	1146	2384	4804
#29 SR 89/SR 28 (Tahoe City 'Y')													
Base	880	592	1472	145	145	290	610	1337	1947	1016	577	1593	5302
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	880	592	1472	145	145	290	610	1337	1947	1016	577	1593	5302

Truckee General Plan
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Impact Analysis Report
Level Of Service

Intersection		Base			Future			Change in
		LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 1 DPR/I-80 EB/Coldstream Road		D	49.7	0.956	D	49.7	0.956	+ 0.000 D/V
# 2 I-80 WB on Ramp/DPR (Western		B	16.3	0.770	B	16.3	0.770	+ 0.000 D/V
# 3 DPR/Northwoods Blvd		C	30.3	0.878	C	30.3	0.878	+ 0.000 D/V
# 4 SR 89/Donner Pass Road		D	49.0	0.953	D	49.0	0.953	+ 0.000 D/V
# 5 SR 89 S/Deerfield Drive		D	45.1	0.983	D	45.1	0.983	+ 0.000 D/V
# 6 SR 89 South/West River Street		B	18.5	0.789	B	18.5	0.789	+ 0.000 D/V
# 7 DPR/I-80 WB Central		E	41.6	0.000	E	41.6	0.000	+ 0.000 D/V
# 8 I-80 BB / DPR Central		D	28.1	0.000	D	28.1	0.000	+ 0.000 D/V
# 9 West River/McIver Crossing		C	25.0	0.696	C	25.0	0.696	+ 0.000 D/V
# 10 DPR/Bridge Street		E	59.3	0.982	E	59.3	0.982	+ 0.000 D/V
# 11 Bridge Street West River St		E	62.1	1.013	E	62.1	1.013	+ 0.000 D/V
# 12 Brockway Road/Palisades Drive		C	21.0	0.834	C	21.0	0.834	+ 0.000 D/V
# 13 DPR/Glenshire Drive		D	43.6	0.952	D	43.6	0.952	+ 0.000 D/V
# 14 I-80 EB/DPR Eastern		B	14.0	0.751	B	14.0	0.751	+ 0.000 D/V
# 15 I-80 WB/DPR Eastern		A	9.6	0.000	A	9.6	0.000	+ 0.000 D/V
# 16 DPR/Pioneer Trail		C	29.5	0.895	C	29.5	0.895	+ 0.000 D/V
# 17 DPR/SR 89 North		D	40.6	0.918	D	40.6	0.918	+ 0.000 D/V
# 18 SR 267 Bypass/I-80 WB		D	46.5	0.980	D	46.5	0.980	+ 0.000 D/V
# 19 SR 267 Bypass/I-80 EB		D	51.9	1.081	D	51.9	1.081	+ 0.000 D/V
# 20 SR 267/Brockway Road/Joerger D		D	52.4	1.011	D	52.4	1.011	+ 0.000 D/V
# 21 SR 267/Airport Road/Schaffer M		C	34.9	0.921	C	34.9	0.921	+ 0.000 D/V
# 22 SR 267/Waddle Ranch Access		F	79.3	0.000	F	79.3	0.000	+ 0.000 D/V
# 23 SR 267/Northstar Drive		C	26.7	0.896	C	26.7	0.896	+ 0.000 D/V

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Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 24 SR 267/Northstar Highlands Dri	F	64.1	0.000	F	64.1	0.000	+ 0.000 D/V
# 25 SR 28/SR 267	E	57.3	1.076	E	57.3	1.076	+ 0.000 D/V
# 26 SR 89/Squaw Valley Road	E	57.0	0.988	E	57.0	0.988	+ 0.000 D/V
# 27 SR 89/Alpine Meadows Road	C	23.4	0.890	C	23.4	0.890	+ 0.000 D/V
# 28 SR 89/Fairway Drive	D	33.9	0.000	D	33.9	0.000	+ 0.000 D/V
# 29 SR 89/SR 28 (Tahoe City 'Y')	C	34.8	0.936	C	34.8	0.936	+ 0.000 D/V

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 DPR/I-80 EB/Coldstream Road

Cycle (sec): 95 Critical Vol./Cap. (X): 0.956
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 49.7
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	0	1	1	0	0	1	0

Volume Module:

Base Vol:	104	378	448	41	97	13	130	241	97	593	414	83
Growth 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
Initial Bse:	104	378	448	41	97	13	130	241	97	593	414	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	378	448	41	97	13	130	241	97	593	414	83
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	109	398	472	43	102	14	137	254	102	624	436	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	398	472	43	102	14	137	254	102	624	436	87
PCE 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
MLF 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
Final Vol.:	109	398	472	43	102	14	137	254	102	624	436	87

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.98	0.98	0.95	1.00	0.85	0.95	0.98	0.98
Lanes:	1.00	1.00	1.00	1.00	0.88	0.12	1.00	1.00	1.00	1.00	0.83	0.17
Final Sat.:	1805	1900	1615	1805	1645	221	1805	1900	1615	1805	1543	309

Capacity Analysis Module:

Vol/Sat:	0.06	0.21	0.29	0.02	0.06	0.06	0.08	0.13	0.06	0.35	0.28	0.28
Crit Moves:			****	****				****		****		
Green/Cycle:	0.16	0.31	0.31	0.03	0.17	0.17	0.11	0.14	0.14	0.36	0.40	0.40
Volume/Cap:	0.37	0.69	0.96	0.96	0.37	0.37	0.71	0.96	0.45	0.96	0.71	0.71
Delay/Veh:	36.2	32.4	62.0	163.2	35.9	35.9	53.1	83.8	39.0	54.4	27.6	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	32.4	62.0	163.2	35.9	35.9	53.1	83.8	39.0	54.4	27.6	27.6
HCM2kAvg:	3	11	19	3	3	3	6	12	3	24	14	14

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 I-80 WB on Ramp/DPR (Western)

Cycle (sec): 58 Critical Vol./Cap. (X): 0.770

Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 16.3

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	357	0	97	0	0	0	0	672	56	0	727	0
Growth 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
Initial Bse:	357	0	97	0	0	0	0	672	56	0	727	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	357	0	97	0	0	0	0	672	56	0	727	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	376	0	102	0	0	0	0	707	59	0	765	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	376	0	102	0	0	0	0	707	59	0	765	0
PCE 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
MLF 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
Final Vol.:	376	0	102	0	0	0	0	707	59	0	765	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	1900	1615	1900	1900	0

Capacity Analysis Module:

Vol/Sat:	0.21	0.00	0.06	0.00	0.00	0.00	0.00	0.37	0.04	0.00	0.40	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.52	0.52	0.00	0.52	0.00
Volume/Cap:	0.77	0.00	0.23	0.00	0.00	0.00	0.00	0.71	0.07	0.00	0.77	0.00
Delay/Veh:	26.9	0.0	16.8	0.0	0.0	0.0	0.0	13.0	6.9	0.0	14.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	0.0	16.8	0.0	0.0	0.0	0.0	13.0	6.9	0.0	14.8	0.0
HCM2kAvg:	9	0	2	0	0	0	0	11	1	0	13	0

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 DPR/Northwoods Blvd

Cycle (sec): 70 Critical Vol./Cap. (X): 0.878
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 30.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	1	0	0	1	0	1

Volume Module:

Base Vol:	1	1	5	248	0	308	318	516	0	3	616	230
Growth 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
Initial Bse:	1	1	5	248	0	308	318	516	0	3	616	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	5	248	0	308	318	516	0	3	616	230
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	1	5	261	0	324	335	543	0	3	648	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	5	261	0	324	335	543	0	3	648	242
PCE 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
MLF 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
Final Vol.:	1	1	5	261	0	324	335	543	0	3	648	242

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.71	1.00	0.85	0.95	1.00	1.00	0.95	1.00	0.85
Lanes:	0.14	0.14	0.72	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Sat.:	237	237	1186	1347	0	1615	1805	1900	0	1805	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.20	0.19	0.29	0.00	0.00	0.34	0.15
Crit Moves:						****	****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.00	0.23	0.21	0.60	0.00	0.00	0.39	0.39
Volume/Cap:	0.02	0.02	0.02	0.85	0.00	0.88	0.88	0.48	0.00	0.48	0.88	0.39
Delay/Veh:	20.9	20.9	20.9	45.0	0.0	46.6	46.8	8.3	0.0	81.0	31.5	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	20.9	20.9	45.0	0.0	46.6	46.8	8.3	0.0	81.0	31.5	15.8
HCM2kAvg:	0	0	0	11	0	10	11	7	0	1	17	4

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 SR 89/Donner Pass Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.953
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 49.0
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase					Split Phase					Protected					Protected				
Rights:	Include					Include					Ovl					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	0	1	0	0	1	0	1	0	1	0	1	0	1	1	0	1	0	1

Volume Module:

Base Vol:	511	131	245	88	96	56	96	424	524	338	547	86
Growth 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
Initial Bse:	511	131	245	88	96	56	96	424	524	338	547	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	511	131	245	88	96	56	96	424	524	338	547	86
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	538	138	258	93	101	59	101	446	552	356	576	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	538	138	258	93	101	59	101	446	552	356	576	91
PCE 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
MLF 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
Final Vol.:	538	138	258	93	101	59	101	446	552	356	576	91

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.95	0.95	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	0.35	0.65	0.73	0.80	0.47	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	597	1117	1320	1440	840	1805	1900	1615	1805	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.30	0.23	0.23	0.07	0.07	0.07	0.06	0.23	0.34	0.20	0.30	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.31	0.31	0.31	0.07	0.07	0.07	0.07	0.25	0.56	0.21	0.38	0.38
Volume/Cap:	0.95	0.74	0.74	0.95	0.95	0.95	0.79	0.95	0.61	0.95	0.79	0.15
Delay/Veh:	60.1	36.1	36.1	88.4	88.4	88.4	73.4	66.9	16.0	73.5	33.2	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.1	36.1	36.1	88.4	88.4	88.4	73.4	66.9	16.0	73.5	33.2	20.3
HCM2kAvg:	22	12	12	7	7	7	5	18	12	16	17	2

Truckee General Plan
LSC # 037191
MITGATED LOS

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 SR 89 S/Deerfield Drive

Cycle (sec): 85 Critical Vol./Cap. (X): 0.983
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 45.1
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	226	849	33	121	832	456	475	10	87	25	12	149
Growth 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
Initial Bse:	226	849	33	121	832	456	475	10	87	25	12	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	849	33	121	832	456	475	10	87	25	12	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.40	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	238	894	35	127	876	480	700	11	92	26	13	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	894	35	127	876	480	700	11	92	26	13	157
PCE 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
MLF 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
Final Vol.:	238	894	35	127	876	480	700	11	92	26	13	157

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.85	0.94	0.94	0.94	0.89	0.89	0.89
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.78	0.02	0.20	0.13	0.06	0.81
Final Sat.:	1805	3454	134	1805	3610	1615	3174	42	362	226	109	1348

Capacity Analysis Module:

Vol/Sat:	0.13	0.26	0.26	0.07	0.24	0.30	0.22	0.25	0.25	0.12	0.12	0.12
Crit Moves:	****					****			****			****
Green/Cycle:	0.13	0.34	0.34	0.09	0.30	0.30	0.26	0.26	0.26	0.12	0.12	0.12
Volume/Cap:	0.98	0.75	0.75	0.75	0.80	0.98	0.86	0.98	0.98	0.98	0.98	0.98
Delay/Veh:	89.6	27.5	27.5	55.0	31.7	65.6	38.1	58.6	58.6	96.1	96.1	96.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.6	27.5	27.5	55.0	31.7	65.6	38.1	58.6	58.6	96.1	96.1	96.1
HCM2kAvg:	11	12	13	5	13	18	13	21	18	10	10	9

Truckee General Plan
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MITGATED LOS

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 SR 89 South/West River Street

Cycle (sec): 60 Critical Vol./Cap. (X): 0.789
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 18.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	0	0	2	0	1	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	792	364	197	809	0	0	0	0	314	0	166
Growth 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
Initial Bse:	0	792	364	197	809	0	0	0	0	314	0	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	792	364	197	809	0	0	0	0	314	0	166
User Adj:	1.00	1.17	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	975	383	207	852	0	0	0	0	331	0	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	975	383	207	852	0	0	0	0	331	0	175
PCE 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
MLF 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
Final Vol.:	0	975	383	207	852	0	0	0	0	331	0	175

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	1805	1900	0	0	0	0	1805	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.27	0.24	0.11	0.45	0.00	0.00	0.00	0.00	0.18	0.00	0.11
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.40	0.40	0.17	0.57	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Volume/Cap:	0.00	0.68	0.60	0.68	0.79	0.00	0.00	0.00	0.00	0.79	0.00	0.47
Delay/Veh:	0.0	16.2	15.7	29.4	14.1	0.0	0.0	0.0	0.0	31.4	0.0	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.2	15.7	29.4	14.1	0.0	0.0	0.0	0.0	31.4	0.0	20.8
HCM2kAvg:	0	9	6	5	14	0	0	0	0	8	0	3

Truckee General Plan
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MITGATED LOS

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 DPR/I-80 WB Central

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: E[41.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	51	0	130	0	982	0	0	748	0
Growth 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
Initial Bse:	0	0	0	51	0	130	0	982	0	0	748	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	51	0	130	0	982	0	0	748	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	54	0	137	0	1034	0	0	787	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	54	0	137	0	1034	0	0	787	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	1821	xxxx	787	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	86	xxxx	395	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	86	xxxx	395	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.62	xxxx	0.35	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
Queue:	xxxxx	xxxx	xxxxx	2.9	xxxx	1.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	99.4	xxxx	18.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	C	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			41.6			xxxxxxx			xxxxxxx		
ApproachLOS:	*			E			*			*		

Truckee General Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 I-80 BB / DPR Central

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: D[28.1]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	8	0	104	0	0	0	0	999	0	0	758	0
Growth 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
Initial Bse:	8	0	104	0	0	0	0	999	0	0	758	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	0	104	0	0	0	0	999	0	0	758	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	8	0	109	0	0	0	0	1052	0	0	798	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	8	0	109	0	0	0	0	1052	0	0	798	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1849	xxxx	1052	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	83	xxxx	278	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	83	xxxx	278	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.10	xxxx	0.39	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	0.3	xxxx	1.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Stopped Del:	53.4	xxxx	26.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	F	*	D	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	28.1			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:	D			*			*			*					

Truckee General Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 West River/McIver Crossing

Cycle (sec): 90 Critical Vol./Cap. (X): 0.696
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 25.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	1	0	0	1	0	1

Volume Module:

Base Vol:	3	9	9	346	9	81	89	626	4	8	458	349
Growth 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
Initial Bse:	3	9	9	346	9	81	89	626	4	8	458	349
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	9	9	346	9	81	89	626	4	8	458	349
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	3	9	9	364	9	85	94	659	4	8	482	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	9	9	364	9	85	94	659	4	8	482	367
PCE 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
MLF 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
Final Vol.:	3	9	9	364	9	85	94	659	4	8	482	367

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.95	0.95	0.85	0.95	1.00	1.00	0.95	1.00	0.85
Lanes:	0.14	0.43	0.43	0.97	0.03	1.00	1.00	0.99	0.01	1.00	1.00	1.00
Final Sat.:	254	762	762	1767	46	1615	1805	1886	12	1805	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.21	0.21	0.05	0.05	0.35	0.35	0.00	0.25	0.23
Crit Moves:	****			****			****			****		
Green/Cycle:	0.02	0.02	0.02	0.30	0.30	0.30	0.09	0.50	0.50	0.01	0.42	0.42
Volume/Cap:	0.70	0.70	0.70	0.70	0.70	0.18	0.60	0.70	0.70	0.70	0.60	0.54
Delay/Veh:	94.7	94.7	94.7	32.1	32.1	23.7	46.0	19.5	19.5	148.3	21.4	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.7	94.7	94.7	32.1	32.1	23.7	46.0	19.5	19.5	148.3	21.4	20.3
HCM2kAvg:	2	2	2	11	9	2	4	15	10	1	11	8

Truckee General Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 DPR/Bridge Street

Cycle (sec): 105 Critical Vol./Cap. (X): 0.982
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 59.3
Optimal Cycle: OPTIMIZED Level Of Service: E

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase					Split Phase					Protected					Protected				
Rights:	Ovl					Include					Ovl					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	0	1	0	0	1	0	1	0	0	1	1	0	1	0	1	2	0	0	1	0

Volume Module:

Base Vol:	420	178	473	77	357	62	53	241	199	376	227	45
Growth 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
Initial Bse:	420	178	473	77	357	62	53	241	199	376	227	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	420	178	473	77	357	62	53	241	199	376	227	45
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	442	187	498	81	376	65	56	254	209	396	239	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	442	187	498	81	376	65	56	254	209	396	239	47
PCE 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
MLF 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
Final Vol.:	442	187	498	81	376	65	56	254	209	396	239	47

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.85	0.99	0.99	0.85	0.95	1.00	0.85	0.92	0.98	0.98
Lanes:	0.70	0.30	1.00	0.18	0.82	1.00	1.00	1.00	1.00	2.00	0.83	0.17
Final Sat.:	1289	546	1615	334	1549	1615	1805	1900	1615	3502	1546	306

Capacity Analysis Module:

Vol/Sat:	0.34	0.34	0.31	0.24	0.24	0.04	0.03	0.13	0.13	0.11	0.15	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.35	0.35	0.46	0.25	0.25	0.25	0.04	0.14	0.49	0.12	0.21	0.21
Volume/Cap:	0.98	0.98	0.66	0.98	0.98	0.16	0.74	0.98	0.27	0.98	0.74	0.74
Delay/Veh:	64.7	64.7	24.0	76.1	76.1	31.2	81.3	95.9	16.2	86.2	46.2	46.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.7	64.7	24.0	76.1	76.1	31.2	81.3	95.9	16.2	86.2	46.2	46.2
HCM2kAvg:	27	27	13	20	20	2	3	13	4	11	10	10

Truckee General Plan
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MITGATED LOS

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Bridge Street West River St

Cycle (sec): 115 Critical Vol./Cap. (X): 1.013

Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 62.1

Optimal Cycle: OPTIMIZED Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	674	696	18	31	700	201	339	19	669	24	21	36
Growth 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
Initial Bse:	674	696	18	31	700	201	339	19	669	24	21	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	674	696	18	31	700	201	339	19	669	24	21	36
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	709	733	19	33	737	212	357	20	704	25	22	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	709	733	19	33	737	212	357	20	704	25	22	38
PCE 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
MLF 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
Final Vol.:	709	733	19	33	737	212	357	20	704	25	22	38

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	0.95	1.00	0.85	0.96	0.96	0.85	0.93	0.93	0.93
Lanes:	2.00	0.97	0.03	1.00	1.00	1.00	0.95	0.05	1.00	0.30	0.26	0.44
Final Sat.:	3502	1845	48	1805	1900	1615	1718	96	1615	521	456	782

Capacity Analysis Module:

Vol/Sat:	0.20	0.40	0.40	0.02	0.39	0.13	0.21	0.21	0.44	0.05	0.05	0.05
Crit Moves:	****			****			****		****	****		
Green/Cycle:	0.20	0.56	0.56	0.03	0.38	0.38	0.23	0.23	0.43	0.05	0.05	0.05
Volume/Cap:	1.01	0.71	0.71	0.71	1.01	0.34	0.90	0.90	1.01	1.01	1.01	1.01
Delay/Veh:	83.4	21.0	21.0	96.9	72.2	25.5	65.1	65.1	70.2	156.6	157	156.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.4	21.0	21.0	96.9	72.2	25.5	65.1	65.1	70.2	156.6	157	156.6
HCM2kAvg:	19	20	17	2	34	5	17	18	32	6	6	6

Truckee General Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Brockway Road/Palisades Drive

Cycle (sec): 78 Critical Vol./Cap. (X): 0.834

Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 21.0

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	196	0	157	0	0	0	0	905	366	155	1066	0
Growth 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
Initial Bse:	196	0	157	0	0	0	0	905	366	155	1066	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	0	157	0	0	0	0	905	366	155	1066	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	206	0	165	0	0	0	0	953	385	163	1122	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	0	165	0	0	0	0	953	385	163	1122	0
PCE 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
MLF 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
Final Vol.:	206	0	165	0	0	0	0	953	385	163	1122	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	0.95	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	1900	1615	1805	1900	0

Capacity Analysis Module:

Vol/Sat:	0.11	0.00	0.10	0.00	0.00	0.00	0.00	0.50	0.24	0.09	0.59	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.60	0.60	0.11	0.71	0.00
Volume/Cap:	0.83	0.00	0.75	0.00	0.00	0.00	0.00	0.83	0.40	0.83	0.83	0.00
Delay/Veh:	53.8	0.0	45.4	0.0	0.0	0.0	0.0	17.9	8.4	59.5	12.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	0.0	45.4	0.0	0.0	0.0	0.0	17.9	8.4	59.5	12.6	0.0
HCM2kAvg:	8	0	6	0	0	0	0	21	5	7	22	0

Truckee General Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 DPR/Glenshire Drive

Cycle (sec): 85 Critical Vol./Cap. (X): 0.952
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 43.6
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	248	0	279	0	0	0	0	362	566	458	256	0
Growth 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
Initial Bse:	248	0	279	0	0	0	0	362	566	458	256	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	0	279	0	0	0	0	362	566	458	256	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	261	0	294	0	0	0	0	381	596	482	269	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	0	294	0	0	0	0	381	596	482	269	0
PCE 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
MLF 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
Final Vol.:	261	0	294	0	0	0	0	381	596	482	269	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	0.95	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	1900	1615	1805	1900	0

Capacity Analysis Module:

Vol/Sat:	0.14	0.00	0.18	0.00	0.00	0.00	0.00	0.20	0.37	0.27	0.14	0.00
Crit Moves:			****						****	****		
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.39	0.39	0.28	0.67	0.00
Volume/Cap:	0.76	0.00	0.95	0.00	0.00	0.00	0.00	0.52	0.95	0.95	0.21	0.00
Delay/Veh:	41.8	0.0	72.5	0.0	0.0	0.0	0.0	20.6	50.0	58.3	5.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	0.0	72.5	0.0	0.0	0.0	0.0	20.6	50.0	58.3	5.5	0.0
HCM2kAvg:	9	0	12	0	0	0	0	8	21	18	3	0

Truckee General Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 I-80 EB/DPR Eastern

Cycle (sec): 50 Critical Vol./Cap. (X): 0.751
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	737	0	0	560	0	278	0	202	0	0	0
Growth 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
Initial Bse:	0	737	0	0	560	0	278	0	202	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	737	0	0	560	0	278	0	202	0	0	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	776	0	0	589	0	293	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	776	0	0	589	0	293	0	213	0	0	0
PCE 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
MLF 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
Final Vol.:	0	776	0	0	589	0	293	0	213	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.41	0.00	0.00	0.31	0.00	0.16	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.54	0.00	0.00	0.54	0.00	0.22	0.00	0.22	0.00	0.00	0.00
Volume/Cap:	0.00	0.75	0.00	0.00	0.57	0.00	0.75	0.00	0.61	0.00	0.00	0.00
Delay/Veh:	0.0	11.9	0.0	0.0	8.3	0.0	26.3	0.0	20.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.9	0.0	0.0	8.3	0.0	26.3	0.0	20.8	0.0	0.0	0.0
HCM2kAvg:	0	11	0	0	7	0	7	0	4	0	0	0

Truckee General Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 I-80 WB/DPR Eastern

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[9.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	1	0	0	0	0	0	0

Volume Module:

Base Vol:	97	859	0	0	560	133	0	0	0	0	0	0
Growth 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
Initial Bse:	97	859	0	0	560	133	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	859	0	0	560	133	0	0	0	0	0	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	102	904	0	0	589	140	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	102	904	0	0	589	140	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	729	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Potent Cap.:	884	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Move Cap.:	884	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Volume/Cap:	0.12	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Level Of Service Module:

Queue:	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
Stopped Del:	9.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
Shared Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx			
ApproachLOS:	*			*			*			*			

Truckee General Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 DPR/Pioneer Trail

Cycle (sec): 70 Critical Vol./Cap. (X): 0.895
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 29.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	0	0	1	1	0	0	0	1	0	0

Volume Module:

Base Vol:	205	650	0	0	490	519	486	0	183	0	0	0
Growth 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
Initial Bse:	205	650	0	0	490	519	486	0	183	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	650	0	0	490	519	486	0	183	0	0	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	216	684	0	0	516	546	512	0	193	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	684	0	0	516	546	512	0	193	0	0	0
PCE 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
MLF 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
Final Vol.:	216	684	0	0	516	546	512	0	193	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1615	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.12	0.36	0.00	0.00	0.27	0.34	0.28	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green/Cycle:	0.13	0.51	0.00	0.00	0.38	0.38	0.32	0.00	0.32	0.00	0.00	0.00
Volume/Cap:	0.89	0.70	0.00	0.00	0.72	0.89	0.89	0.00	0.38	0.00	0.00	0.00
Delay/Veh:	61.4	15.4	0.0	0.0	22.1	36.1	39.3	0.0	19.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.4	15.4	0.0	0.0	22.1	36.1	39.3	0.0	19.0	0.0	0.0	0.0
HCM2kAvg:	8	12	0	0	11	15	15	0	4	0	0	0

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 DPR/SR 89 North

Cycle (sec): 95 Critical Vol./Cap. (X): 0.918
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 40.6
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Ovl					Ovl					Ovl					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	0	1	0

Volume Module:

Base Vol:	652	192	320	42	295	375	572	0	588	371	0	43
Growth 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
Initial Bse:	652	192	320	42	295	375	572	0	588	371	0	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	652	192	320	42	295	375	572	0	588	371	0	43
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	686	202	337	44	311	395	602	0	619	391	0	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	686	202	337	44	311	395	602	0	619	391	0	45
PCE 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
MLF 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
Final Vol.:	686	202	337	44	311	395	602	0	619	391	0	45

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	3502	1900	1615	1805	1900	1615	1805	1900	1615	1805	0	1615

Capacity Analysis Module:

Vol/Sat:	0.20	0.11	0.21	0.02	0.16	0.24	0.33	0.00	0.38	0.22	0.00	0.03
Crit Moves:	****			****			****			****		
Green/Cycle:	0.21	0.32	0.55	0.07	0.18	0.58	0.41	0.00	0.42	0.24	0.00	0.03
Volume/Cap:	0.92	0.33	0.38	0.33	0.92	0.42	0.82	0.00	0.92	0.92	0.00	0.82
Delay/Veh:	52.7	25.0	12.2	43.3	67.2	11.2	32.6	0.0	43.6	60.0	0.0	106.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	25.0	12.2	43.3	67.2	11.2	32.6	0.0	43.6	60.0	0.0	106.8
HCM2kAvg:	14	5	6	2	13	6	19	0	21	16	0	3

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 SR 267 Bypass/I-80 WB

Cycle (sec): 90 Critical Vol./Cap. (X): 0.980
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 46.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	0	0	2	0	1	0	0	0	1

Volume Module:

Base Vol:	659	690	0	0	1011	243	0	0	0	570	8	473
Growth 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
Initial Bse:	659	690	0	0	1011	243	0	0	0	570	8	473
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	659	690	0	0	1011	243	0	0	0	570	8	473
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	694	726	0	0	1064	256	0	0	0	600	8	498
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	694	726	0	0	1064	256	0	0	0	600	8	498
PCE 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
MLF 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
Final Vol.:	694	726	0	0	1064	256	0	0	0	600	8	498

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.85	0.85	0.85
Lanes:	2.00	1.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	3610	1900	0	0	3800	1615	0	0	0	1593	22	1615

Capacity Analysis Module:

Vol/Sat:	0.19	0.38	0.00	0.00	0.28	0.16	0.00	0.00	0.00	0.38	0.38	0.31
Crit Moves:	****			****						****		
Green/Cycle:	0.20	0.48	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.38	0.38	0.38
Volume/Cap:	0.98	0.79	0.00	0.00	0.98	0.55	0.00	0.00	0.00	0.98	0.98	0.80
Delay/Veh:	64.6	24.3	0.0	0.0	54.2	28.7	0.0	0.0	0.0	58.2	58.2	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.6	24.3	0.0	0.0	54.2	28.7	0.0	0.0	0.0	58.2	58.2	32.0
HCM2kAvg:	15	19	0	0	21	7	0	0	0	26	34	14

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 SR 267 Bypass/I-80 EB

Cycle (sec): 100 Critical Vol./Cap. (X): 1.081
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 51.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	0	0	2	0	1	2	0	2	0	0	0	1	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	1202	726	508	1072	0	147	0	506	0	0	0
Growth 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
Initial Bse:	0	1202	726	508	1072	0	147	0	506	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1202	726	508	1072	0	147	0	506	0	0	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1265	764	535	1128	0	155	0	533	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1265	764	535	1128	0	155	0	533	0	0	0
PCE 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
MLF 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
Final Vol.:	0	1265	764	535	1128	0	155	0	533	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1615	3610	3800	0	1809	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.33	0.47	0.15	0.30	0.00	0.09	0.00	0.33	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.44	0.44	0.14	0.57	0.00	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.00	0.76	1.08	1.08	0.52	0.00	0.28	0.00	1.08	0.00	0.00	0.00
Delay/Veh:	0.0	25.8	85.9	107.2	13.1	0.0	26.7	0.0	98.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.8	85.9	107.2	13.1	0.0	26.7	0.0	98.8	0.0	0.0	0.0
HCM2kAvg:	0	18	35	15	11	0	4	0	26	0	0	0

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 SR 267/Brockway Road/Joerger Drive

Cycle (sec): 95 Critical Vol./Cap. (X): 1.011
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 52.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Ovl					Ovl					Ovl				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	0	1	1	0	1	0	1

Volume Module:

Base Vol:	599	1110	185	292	855	432	419	267	595	169	435	400
Growth 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
Initial Bse:	599	1110	185	292	855	432	419	267	595	169	435	400
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	599	1110	185	292	855	432	419	267	595	169	435	400
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	631	1168	195	307	900	455	441	281	626	178	458	421
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	631	1168	195	307	900	455	441	281	626	178	458	421
PCE 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
MLF 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
Final Vol.:	631	1168	195	307	900	455	441	281	626	178	458	421

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3610	3800	1615	1805	3800	1615	3610	1900	1615	1805	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.17	0.31	0.12	0.17	0.24	0.28	0.12	0.15	0.39	0.10	0.24	0.26
Crit Moves:	****			****			****			****		
Green/Cycle:	0.20	0.30	0.30	0.17	0.27	0.39	0.12	0.25	0.45	0.11	0.24	0.41
Volume/Cap:	0.87	1.01	0.40	1.01	0.87	0.72	1.01	0.60	0.87	0.87	1.01	0.64
Delay/Veh:	48.0	62.3	26.7	94.0	41.2	28.3	87.7	33.9	34.9	71.6	81.3	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	62.3	26.7	94.0	41.2	28.3	87.7	33.9	34.9	71.6	81.3	24.8
HCM2kAvg:	13	24	5	15	16	12	12	8	20	8	20	11

Truckee General Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 SR 267/Airport Road/Schaffer Mill Road

Cycle (sec): 85 Critical Vol./Cap. (X): 0.921
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 34.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	1	1	0	1	0	2	0	1	0	1	0	0	1	0	1	0	0	1

Volume Module:

Base Vol:	34	1285	51	101	1159	281	406	27	60	59	23	100
Growth 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
Initial Bse:	34	1285	51	101	1159	281	406	27	60	59	23	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1285	51	101	1159	281	406	27	60	59	23	100
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	36	1353	54	106	1220	296	427	28	63	62	24	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1353	54	106	1220	296	427	28	63	62	24	105
PCE 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
MLF 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
Final Vol.:	36	1353	54	106	1220	296	427	28	63	62	24	105

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	0.85	0.96	0.96	0.85	0.97	0.97	0.85
Lanes:	1.00	1.92	0.08	1.00	2.00	1.00	0.94	0.06	1.00	0.72	0.28	1.00
Final Sat.:	1805	3633	144	1805	3800	1615	1701	113	1615	1319	514	1615

Capacity Analysis Module:

Vol/Sat:	0.02	0.37	0.37	0.06	0.32	0.18	0.25	0.25	0.04	0.05	0.05	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.03	0.40	0.40	0.06	0.44	0.44	0.27	0.27	0.27	0.07	0.07	0.07
Volume/Cap:	0.73	0.92	0.92	0.92	0.73	0.42	0.92	0.92	0.14	0.67	0.67	0.92
Delay/Veh:	83.2	33.5	33.5	99.0	21.2	16.7	52.6	52.6	23.5	50.8	50.8	99.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.2	33.5	33.5	99.0	21.2	16.7	52.6	52.6	23.5	50.8	50.8	99.0
HCM2kAvg:	2	22	21	6	14	5	16	17	1	4	4	6

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 SR 267/Waddle Ranch Access

Average Delay (sec/veh): 6.6 Worst Case Level Of Service: F[79.3]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	1225	48	135	1147	0	0	0	0	51	0	153
Growth 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
Initial Bse:	0	1225	48	135	1147	0	0	0	0	51	0	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1225	48	135	1147	0	0	0	0	51	0	153
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1289	51	142	1207	0	0	0	0	54	0	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	1289	51	142	1207	0	0	0	0	54	0	161

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1340	xxxx	xxxxx	xxxx	xxxx	xxxxx	2806	xxxx	1315
Potent Cap.:	xxxx	xxxx	xxxxx	521	xxxx	xxxxx	xxxx	xxxx	xxxxx	20	xxxx	195
Move Cap.:	xxxx	xxxx	xxxxx	521	xxxx	xxxxx	xxxx	xxxx	xxxxx	16	xxxx	195
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	0	xxxxx	91	0	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.27	xxxx	xxxx	xxxx	xxxx	xxxx	0.59	xxxx	0.83

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	1.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.7	xxxx	5.9			
Stopped Del:	xxxxx	xxxx	xxxxx	14.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	89.6	xxxx	75.9			
LOS by Move:	*	*	*	B	*	*	*	*	*	F	*	F			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Shared Queue:	xxxxx	xxxx	xxxxx	1.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx	14.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	B	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			79.3					
ApproachLOS:	*			*			*			F					

Truckee General Plan
LSC # 037191
MITGATED LOS

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 SR 267/Northstar Drive

Cycle (sec): 80 Critical Vol./Cap. (X): 0.896
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 26.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	0	1	0	1	0	1	0	1	2	0	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	109	643	1	3	929	266	630	0	127	0	0	0
Growth 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
Initial Bse:	109	643	1	3	929	266	630	0	127	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	643	1	3	929	266	630	0	127	0	0	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	115	677	1	3	978	280	663	0	134	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	677	1	3	978	280	663	0	134	0	0	0
PCE 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
MLF 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
Final Vol.:	115	677	1	3	978	280	663	0	134	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	0.99	0.01	1.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1897	3	1805	1900	1615	3610	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.06	0.36	0.36	0.00	0.51	0.17	0.18	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.64	0.64	0.00	0.57	0.57	0.20	0.00	0.20	0.00	0.00	0.00
Volume/Cap:	0.90	0.56	0.56	0.56	0.90	0.30	0.90	0.00	0.40	0.00	0.00	0.00
Delay/Veh:	86.2	8.5	8.5	125.6	24.8	9.0	44.6	0.0	28.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.2	8.5	8.5	125.6	24.8	9.0	44.6	0.0	28.4	0.0	0.0	0.0
HCM2kAvg:	6	10	2	1	25	4	12	0	3	0	0	0

Truckee General Plan
LSC # 037191
MITGATED LOS

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #24 SR 267/Northstar Highlands Drive

Average Delay (sec/veh): 11.3 Worst Case Level Of Service: F[64.1]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0
Volume Module:																				
Base Vol:	32	507		27		218	639		199		0	6		42		37	4		246	
Growth 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	
Initial Bse:	32	507		27		218	639		199		0	6		42		37	4		246	
Added Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	32	507		27		218	639		199		0	6		42		37	4		246	
User 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	
PHF Adj:	0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95	
PHF Volume:	34	534		28		229	673		209		0	6		44		39	4		259	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Final Vol.:	34	534		28		229	673		209		0	6		44		39	4		259	
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx	xxxxx		6.5	6.2				7.1	6.5		6.2	
FollowUpTim:	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx	xxxxx		4.0	3.3				3.5	4.0		3.3	
Capacity Module:																				
Cnflct Vol:	882	xxxx	xxxxx			562	xxxx	xxxxx	xxxxx		1866	777				1877	1956		548	
Potent Cap.:	775	xxxx	xxxxx			1019	xxxx	xxxxx	xxxxx		73	400				55	65		540	
Move Cap.:	775	xxxx	xxxxx			1019	xxxx	xxxxx	xxxxx		54	400				36	48		540	
Volume/Cap:	0.04	xxxx	xxxxx			0.23	xxxx	xxxxx	xxxxx		0.12	0.11				1.08	0.09		0.48	
Level Of Service Module:																				
Queue:	0.1	xxxx	xxxxx			0.9	xxxx	xxxxx	xxxxx		xxxx	xxxx				4.0	xxxx	xxxxx		
Stopped Del:	9.9	xxxx	xxxxx			9.6	xxxx	xxxxx	xxxxx		xxxx	xxxx				345.1	xxxx	xxxxx		
LOS by Move:	A	*	*			A	*	*	*		*	*	*			F	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx	xxxxx		xxxx	xxxx				223	xxxx	xxxxx		464
Shared Queue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx	xxxxx		xxxxx	xxxx				0.8	xxxxx	xxxxx		3.5
Shrd StpDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx	xxxxx		xxxxx	xxxx				25.8	xxxxx	xxxxx		22.5
Shared LOS:	*	*	*			*	*	*	*		*	*				D	*	*		C
ApproachDel:	xxxxxxx					xxxxxxx					25.8					64.1				
ApproachLOS:	*					*					D					F				

Truckee General Plan
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MITGATED LOS

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 SR 28/SR 267

Cycle (sec): 120 Critical Vol./Cap. (X): 1.076
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 57.3
Optimal Cycle: OPTIMIZED Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	1	0 0 1	1	0	1 1 0	1	0	2 0 1

Volume Module:

Base Vol:	1	0	3	412	1	331	434	1078	1	3	849	944
Growth 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
Initial Bse:	1	0	3	412	1	331	434	1078	1	3	849	944
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	3	412	1	331	434	1078	1	3	849	944
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	0	3	434	1	348	457	1135	1	3	894	1093
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	3	434	1	348	457	1135	1	3	894	1093
PCE 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
MLF 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
Final Vol.:	1	0	3	434	1	348	457	1135	1	3	894	1093

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.89	0.95	0.95	0.85	0.95	1.00	1.00	0.95	1.00	0.85
Lanes:	0.25	0.00	0.75	0.99	0.01	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	422	0	1266	1804	4	1615	1805	3796	4	1805	3800	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.24	0.24	0.22	0.25	0.30	0.30	0.00	0.24	0.68
Crit Moves:	****			****			****					****
Green/Cycle:	0.00	0.00	0.00	0.22	0.22	0.22	0.24	0.64	0.64	0.00	0.41	0.63
Volume/Cap:	1.08	0.00	1.08	1.08	1.08	0.97	1.08	0.47	0.47	0.47	0.58	1.08
Delay/Veh:	549.1	0.0	549.1	113.1	113	84.3	111.4	11.4	11.4	103.6	28.3	73.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	549.1	0.0	549.1	113.1	113	84.3	111.4	11.4	11.4	103.6	28.3	73.2
HCM2kAvg:	1	0	1	25	8	17	26	11	3	1	13	54

Truckee General Plan
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MITGATED LOS

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 SR 89/Squaw Valley Road

Cycle (sec): 105 Critical Vol./Cap. (X): 0.988

Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 57.0

Optimal Cycle: OPTIMIZED Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	1	0	0	1	0

Volume Module:

Base Vol:	534	529	10	10	671	540	600	0	514	10	10	10
Growth 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
Initial Bse:	534	529	10	10	671	540	600	0	514	10	10	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	534	529	10	10	671	540	600	0	514	10	10	10
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	562	557	11	11	706	0	632	0	0	11	11	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	562	557	11	11	706	0	632	0	0	11	11	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	562	557	11	11	706	0	632	0	0	11	11	11

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.94	0.94	0.94
Lanes:	1.00	1.96	0.04	1.00	1.00	1.00	2.00	0.00	1.00	0.34	0.33	0.33
Final Sat.:	1805	3532	67	1805	1900	1900	3618	0	1900	595	595	595

Capacity Analysis Module:

Vol/Sat:	0.31	0.16	0.16	0.01	0.37	0.00	0.17	0.00	0.00	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Green/Cycle:	0.32	0.67	0.67	0.02	0.38	0.00	0.18	0.00	0.00	0.02	0.02	0.02
Volume/Cap:	0.99	0.24	0.24	0.24	0.99	0.00	0.99	0.00	0.00	0.99	0.99	0.99
Delay/Veh:	70.4	7.0	7.0	53.0	63.2	0.0	75.7	0.0	0.0	205.8	206	205.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.4	7.0	7.0	53.0	63.2	0.0	75.7	0.0	0.0	205.8	206	205.8
HCM2kAvg:	25	4	3	1	29	0	16	0	0	3	3	3

Truckee General Plan
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MITGATED LOS

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 SR 89/Alpine Meadows Road

Cycle (sec): 95 Critical Vol./Cap. (X): 0.890
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 23.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	0	0	1	1	0	0	0	1	0	0

Volume Module:

Base Vol:	245	991	0	0	1009	186	82	0	116	0	0	0
Growth 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
Initial Bse:	245	991	0	0	1009	186	82	0	116	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	245	991	0	0	1009	186	82	0	116	0	0	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	258	1043	0	0	1062	196	86	0	122	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	1043	0	0	1062	196	86	0	122	0	0	0
PCE 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
MLF 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
Final Vol.:	258	1043	0	0	1062	196	86	0	122	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1615	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.14	0.55	0.00	0.00	0.56	0.12	0.05	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.16	0.79	0.00	0.00	0.63	0.63	0.08	0.00	0.08	0.00	0.00	0.00
Volume/Cap:	0.89	0.70	0.00	0.00	0.89	0.19	0.56	0.00	0.89	0.00	0.00	0.00
Delay/Veh:	65.9	6.2	0.0	0.0	23.5	7.6	46.5	0.0	88.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.9	6.2	0.0	0.0	23.5	7.6	46.5	0.0	88.5	0.0	0.0	0.0
HCM2kAvg:	11	15	0	0	30	2	3	0	6	0	0	0

Truckee General Plan
LSC # 037191
MITGATED LOS

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #28 SR 89/Fairway Drive

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: D[33.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	1	0	0	0

Volume Module:

Base Vol:	0	0	0	20	0	16	2	1126	0	0	1220	18
Growth 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
Initial Bse:	0	0	0	20	0	16	2	1126	0	0	1220	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	16	2	1126	0	0	1220	18
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	21	0	17	2	1185	0	0	1284	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	21	0	17	2	1185	0	0	1284	19

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	2483	xxxx	1294	1303	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	33	xxxx	201	538	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	33	xxxx	201	538	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	0	0	xxxxx	140	0	xxxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.15	xxxx	0.08	0.00	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	162	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	33.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			33.9			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

Truckee General Plan
LSC # 037191
MITGATED LOS

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 SR 89/SR 28 (Tahoe City 'Y')

Cycle (sec): 5 Critical Vol./Cap. (X): 0.936
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 34.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	0	0	1	0	0	1	0	1	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	803	70	7	57	53	35	42	513	55	484	499	33
Growth 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
Initial Bse:	803	70	7	57	53	35	42	513	55	484	499	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	803	70	7	57	53	35	42	513	55	484	499	33
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	873	76	8	62	58	38	46	558	60	526	542	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	873	76	8	62	58	38	46	558	60	526	542	36
PCE 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
MLF 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
Final Vol.:	873	76	8	62	58	38	46	558	60	526	542	36

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.65	0.65	0.84	0.84	0.84	0.95	0.94	0.94	0.92	0.94	0.94
Lanes:	1.83	0.15	0.02	0.39	0.37	0.24	1.00	1.81	0.19	2.00	1.88	0.12
Final Sat.:	2360	187	19	627	583	385	1805	3212	344	3502	3356	222

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.37	0.41	0.41	0.10	0.10	0.10	0.03	0.17	0.17	0.15	0.16	0.16
Crit Moves:	****						****			****		
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.05	0.19	0.19	0.16	0.30	0.30
Volume/Cap:	0.85	0.94	0.94	0.23	0.23	0.23	0.54	0.94	0.94	0.94	0.54	0.54
Delay/Veh:	24.9	34.8	34.8	13.1	13.1	13.1	40.9	50.1	50.1	53.5	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	34.8	34.8	13.1	13.1	13.1	40.9	50.1	50.1	53.5	21.9	21.9
HCM2kAvg:	17	22	18	3	3	3	2	11	11	10	6	6



Movement Summary

Donner Pass Road/89 South

Roundabout

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
89 South										
32	L	538	742	0.911	32.3	LOS C	444	2.80	21.9	165
32	T	138	742	0.911	32.3	LOS C	444	2.80	21.9	165
35	R	266	835	0.319	9.6	LOS A	47	1.41	31.7	45
Approach		942	1577	0.911	25.9	LOS C	444	2.41	23.9	209
DPR										
22	L	356	1340	0.763	21.8	LOS C	229	2.29	25.5	211
22	T	576	1340	0.763	21.8	LOS C	229	2.29	25.5	211
22	R	91	1340	0.763	21.8	LOS C	229	2.29	25.5	211
Approach		1023	1340	0.764	21.8	LOS C	229	2.29	25.5	211
Frates Lane										
42	L	93	372	0.680	29.4	LOS C	127	2.32	22.6	57
42	T	101	372	0.680	29.4	LOS C	127	2.32	22.6	57
42	R	59	372	0.680	29.4	LOS C	127	2.32	22.6	57
Approach		253	372	0.679	29.4	LOS C	127	2.32	22.6	57
DPR										
12	L	101	828	0.661	13.7	LOS B	170	1.80	29.4	98
12	T	446	828	0.661	13.7	LOS B	170	1.80	29.4	98
15	R	570	1900	0.299	6.6	LOS B#	14#	1.03	34.0	93
Approach		1116	2728	0.661	10.1	LOS B	170	1.41	31.6	191
All Vehicles		3334	6017	0.911	19.6	LOS B	444	2.03	26.4	669

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Movement Summary

West River Street/McIver

Roundabout

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
ACCESS										
32	L	3	364	0.066	18.5	LOS B	10	1.60	26.8	5
32	T	9	364	0.066	18.5	LOS B	10	1.60	26.8	5
32	R	9	364	0.066	18.5	LOS B	10	1.60	26.8	5
Approach		24	364	0.066	18.5	LOS B	10	1.60	26.8	5
WRS										
22	L	8	1709	0.502	7.7	LOS A	109	1.07	32.3	144
22	T	482	1709	0.502	7.7	LOS A	109	1.07	32.3	144
22	R	367	1709	0.502	7.7	LOS A	109	1.07	32.3	144
Approach		858	1709	0.502	7.7	LOS A	109	1.07	32.3	144
MCIVER										
42	L	364	909	0.506	16.3	LOS B	114	1.67	28.1	89
42	T	9	909	0.506	16.3	LOS B	114	1.67	28.1	89
42	R	85	909	0.506	16.3	LOS B	114	1.67	28.1	89
Approach		460	909	0.506	16.3	LOS B	114	1.67	28.1	89
WRS										
12	L	94	1074	0.706	12.5	LOS B	223	1.61	30.0	133
12	T	659	1074	0.706	12.5	LOS B	223	1.61	30.0	133
12	R	4	1074	0.706	12.5	LOS B	223	1.61	30.0	133
Approach		758	1074	0.706	12.5	LOS B	223	1.61	30.0	133
All Vehicles		2100	4056	0.706	11.5	LOS B	223	1.40	30.4	372

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Movement Summary

Donner Pass Road/Glenshire Drive

Roundabout

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
Bridge Street NB										
32	L	261	975	0.569	13.7	LOS B	124	1.55	29.4	102
32	R	294	975	0.569	13.7	LOS B	124	1.55	29.4	102
Approach		555	975	0.569	27.4	LOS B	124	3.10	29.4	204
DPR WB										
22	L	482	1375	0.546	12.3	LOS B	121	1.35	29.8	138
22	T	269	1375	0.546	12.3	LOS B	121	1.35	29.8	138
Approach		751	1375	0.546	12.3	LOS B	121	1.35	29.8	138
DPR EB										
12	T	381	969	1.008	44.1	LOS D	973	3.43	18.3	272
12	R	596	969	1.008	44.1	LOS D	973	3.43	18.3	272
Approach		977	969	1.008	44.1	LOS D	973	3.43	18.3	272
All Vehicles		2283	3319	1.008	26.2	LOS C	973	2.29	23.5	512

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Movement Summary

Donner Pass Road / Pioneer Trail

Roundabout

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
Donner Pass Road										
32	L	216	910	0.936	29.9	LOS C	606	2.78	22.3	199
32	T	637	910	0.936	29.9	LOS C	606	2.78	22.3	199
Approach		852	910	0.936	29.9	LOS C	606	2.78	22.3	199
Donner Pass Road										
42	T	533	1464	0.749	8.5	LOS A	215	1.20	31.4	185
42	R	564	1464	0.749	8.5	LOS A	215	1.20	31.4	185
Approach		1097	1464	0.749	8.5	LOS A	215	1.20	31.4	185
Pioneer Trail										
12	L	512	935	0.753	20.0	LOS C	260	2.02	26.4	145
12	R	193	935	0.753	20.0	LOS C	260	2.02	26.4	145
Approach		704	935	0.753	40.0	LOS C	260	4.03	26.4	290
All Vehicles		2653	3309	0.936	18.4	LOS B	606	1.92	26.6	528

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Movement Summary

Donner Pass Road / 89 North

Roundabout

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
89 North (South Leg)										
32	L	686	1753	0.699	11.8	LOS B	191	1.81	24.1	232
32	T	202	1753	0.699	11.8	LOS B	191	1.81	24.1	232
32	R	337	1753	0.699	11.8	LOS B	191	1.81	24.1	232
Approach		1226	1823	0.699	11.8	LOS B	191	1.81	24.1	232
Access										
22	L	391	541	0.810	37.6	LOS D	256	2.99	17.1	117
22	T	1	541	0.810	37.6	LOS D	256	2.99	17.1	117
22	R	45	541	0.810	37.6	LOS D	256	2.99	17.1	117
Approach		438	727	0.810	37.6	LOS D	256	2.99	17.1	117
89 North (North Leg)										
42	L	44	555	0.638	16.4	LOS B	165	2.17	22.2	68
42	T	311	555	0.638	16.4	LOS B	165	2.17	22.2	68
54	R	395	619	0.638	16.6	LOS B	165	2.27	22.1	76
Approach		749	1174	0.638	16.5	LOS B	165	2.22	22.1	144
Donner Pass Road										
12	L	602	1660	0.737	13.9	LOS B	216	2.03	19.4	150
12	T	1	1660	0.737	13.9	LOS B	216	2.03	19.4	150
12	R	619	1660	0.737	13.9	LOS B	216	2.03	19.4	150
Approach		1223	1740	0.737	13.9	LOS B	216	2.03	19.4	150
All Vehicles		3636	5464	0.810	16.6	LOS B	256	2.11	21.3	644

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Movement Summary

Existing GP -267 I80 EB

Roundabout

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
South Approach										
31	T	1265	1210	1.045	52.6	LOS D	1139	4.23	16.6	382
33	R	764	731	1.045	52.6	LOS D	1139	4.26	16.6	234
Approach		2029	1940	1.046	52.6	LOS D	1139	4.24	16.6	616
North Approach										
42	L	535	1166	0.459	13.0	LOS B	0	1.45	30.2	104
41	T	1128	2461	0.459	4.4	LOS A	0	0.75	35.9	173
Approach		1664	3628	0.459	7.2	LOS A		0.98	33.7	277
West Approach										
12	L	155	533	0.291	20.8	LOS C	40	1.86	26.2	32
11	T	1	7	0.286	12.0	LOS B	40	1.64	30.3	0
13	R	533	772	0.690	19.4	LOS B	186	2.27	26.3	104
Approach		690	1312	0.690	19.7	LOS B	186	2.18	26.3	136
All Vehicles		4383	6880	1.045	30.2	LOS C	1139	2.68	22.3	1029

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Movement Summary

Existing GP - 267 I80 WB

Roundabout

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
South Approach										
32	L	694	1772	0.392	12.3	LOS B	0	1.37	30.9	136
31	T	726	1856	0.392	3.1	LOS A	0	0.57	37.0	107
Approach		1421	3628	0.392	7.6	LOS A		0.96	33.6	243
East Approach										
22	L	600	971	0.618	20.7	LOS C	155	2.14	26.5	127
21	T	8	15	0.600	10.9	LOS B	155	1.93	31.1	1
23	R	498	790	0.630	13.2	LOS B	138	1.95	29.7	87
Approach		1107	1775	0.631	17.2	LOS B	155	2.05	27.8	215
North Approach										
41	T	1064	907	1.173	135.6	LOS F	1191	5.77	8.7	561
43	R	256	1900	0.135	4.1	LOS A#	7#	0.71	36.1	39
Approach		1320	2807	1.174	110.1	LOS F	1191	4.79	10.2	600
All Vehicles		3848	8209	1.173	45.5	LOS D	1191	2.59	18.4	1058

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Movement Summary

Existing General Plan - SR 267 Brockway

Roundabout

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
South Approach										
32	L	631	731	0.863	26.2	LOS C	265	2.51	24.6	146
31	T	1168	931	1.255	131.6	LOS F	2280	8.62	8.9	648
33	R	195	1900	0.103	4.1	LOS A#	5#	0.71	36.1	30
Approach		1994	3562	1.254	85.8	LOS F	2280	5.92	12.5	824
East Approach										
22	L	178	136	1.309	213.3	LOS F	920	6.57	6.5	134
21	T	458	350	1.309	201.5	LOS F	920	6.21	6.3	318
23	R	421	1900	0.222	4.1	LOS A#	11#	0.71	36.1	64
Approach		1057	2386	1.309	124.9	LOS F	920	4.08	9.4	516
North Approach										
42	L	307	366	0.839	29.9	LOS C	318	2.73	23.3	75
41	T	900	1072	0.840	21.3	LOS C	318	2.54	25.6	179
43	R	455	1900	0.239	4.1	LOS B#	12#	0.71	36.1	69
Approach		1662	3337	0.840	18.2	LOS B	318	2.07	27.2	323
West Approach										
12	L	441	766	0.576	19.3	LOS B	91	2.04	27.4	93
11	T	281	488	0.576	10.7	LOS B	78	1.75	31.2	46
13	R	626	1900	0.330	4.1	LOS B#	16#	0.71	36.1	95
Approach		1349	3154	0.576	10.5	LOS B	91	1.36	31.6	234
All Vehicles		6062	12439	1.309	57.3	LOS E	2280	3.53	16.1	1897

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**Mitigated 2025 Intersection LOS
Proposed General Plan Update**

Truckee General Plan
LSC # 037191
MITGATED LOS

	Scenario Report
Scenario:	Proposed Gen Plan Land Uses
Command:	Default Command
Volume:	Sum
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Summer
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Truckee General Plan
LSC # 037191
MITGATED LOS

Turning Movement Report
summer weekday

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 DPR/I-80 EB/Coldstream Road													
Base	96	404	423	44	137	13	136	218	102	636	405	87	2701
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	96	404	423	44	137	13	136	218	102	636	405	87	2701
#2 I-80 WB on Ramp/DPR (Western													
Base	380	0	110	0	0	0	0	592	89	0	743	0	1914
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	380	0	110	0	0	0	0	592	89	0	743	0	1914
#3 DPR/Northwoods Blvd													
Base	1	1	5	181	0	321	305	445	0	3	577	225	2064
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	5	181	0	321	305	445	0	3	577	225	2064
#4 SR 89/Donner Pass Road													
Base	471	114	244	95	93	57	98	439	362	356	530	106	2965
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	471	114	244	95	93	57	98	439	362	356	530	106	2965
#5 SR 89 S/Deerfield Drive													
Base	227	904	4	16	844	483	505	1	88	3	1	33	3109
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	227	904	4	16	844	483	505	1	88	3	1	33	3109
#6 SR 89 South/West River Street													
Base	0	826	336	184	812	0	0	0	0	314	0	160	2632
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	826	336	184	812	0	0	0	0	314	0	160	2632
#7 DPR/I-80 WB Central													
Base	0	0	0	50	0	174	0	1139	0	0	695	0	2058
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	50	0	174	0	1139	0	0	695	0	2058
#8 I-80 BB / DPR Central													
Base	18	0	91	0	0	0	0	1092	0	0	769	0	1970
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	18	0	91	0	0	0	0	1092	0	0	769	0	1970
#9 West River/McIver Crossing													
Base	3	9	9	388	9	89	96	607	4	8	468	341	2031
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	9	9	388	9	89	96	607	4	8	468	341	2031

Truckee General Plan
LSC # 037191
MITGATED LOS

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#10 DPR/Bridge Street													
Base	443	188	476	66	365	62	53	263	208	384	203	35	2746
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	443	188	476	66	365	62	53	263	208	384	203	35	2746
#11 Bridge Street West River St													
Base	669	751	19	31	716	210	320	19	715	26	22	36	3534
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	669	751	19	31	716	210	320	19	715	26	22	36	3534
#12 Brockway Road/Palisades Drive													
Base	210	0	151	0	0	0	0	947	381	152	1097	0	2938
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	210	0	151	0	0	0	0	947	381	152	1097	0	2938
#13 DPR/Glenshire Drive													
Base	203	0	318	0	0	0	0	404	547	470	282	0	2224
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	203	0	318	0	0	0	0	404	547	470	282	0	2224
#14 I-80 EB/DPR Eastern													
Base	0	817	0	0	606	0	294	0	188	0	0	0	1905
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	817	0	0	606	0	294	0	188	0	0	0	1905
#15 I-80 WB/DPR Eastern													
Base	126	926	0	0	606	160	0	0	0	0	0	0	1818
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	126	926	0	0	606	160	0	0	0	0	0	0	1818
#16 DPR/Pioneer Trail													
Base	240	666	16	16	487	533	558	4	240	20	5	16	2801
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	240	666	16	16	487	533	558	4	240	20	5	16	2801
#17 DPR/SR 89 North													
Base	663	141	328	45	278	391	626	0	638	378	0	34	3522
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	663	141	328	45	278	391	626	0	638	378	0	34	3522
#18 SR 267 Bypass/I-80 WB													
Base	597	666	0	0	1042	252	0	0	0	521	8	476	3562
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	597	666	0	0	1042	252	0	0	0	521	8	476	3562

Truckee General Plan
LSC # 037191
MITGATED LOS

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#19 SR 267 Bypass/I-80 EB													
Base	0	1127	670	545	1019	0	136	0	443	0	0	0	3940
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1127	670	545	1019	0	136	0	443	0	0	0	3940
#20 SR 267/Brockway Road/Joerger Drive													
Base	700	1078	89	173	834	456	451	174	658	142	328	269	5352
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	700	1078	89	173	834	456	451	174	658	142	328	269	5352
#21 SR 267/Airport Road/Schaffer Mill Road													
Base	34	1261	57	107	1163	288	397	29	57	63	25	107	3588
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	34	1261	57	107	1163	288	397	29	57	63	25	107	3588
#22 SR 267/Waddle Ranch Access													
Base	0	1209	50	136	1051	0	0	0	0	52	0	152	2650
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1209	50	136	1051	0	0	0	0	52	0	152	2650
#23 SR 267/Northstar Drive													
Base	110	638	1	3	928	272	621	1	126	0	0	0	2700
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	110	638	1	3	928	272	621	1	126	0	0	0	2700
#24 SR 267/Northstar Highlands Drive													
Base	38	508	25	227	635	192	0	8	50	34	6	241	1964
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	38	508	25	227	635	192	0	8	50	34	6	241	1964
#25 SR 28/SR 267													
Base	1	0	3	413	1	332	434	1078	1	3	849	944	4059
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	3	413	1	332	434	1078	1	3	849	944	4059
#26 SR 89/Squaw Valley Road													
Base	534	535	10	10	674	540	600	0	514	10	10	10	3447
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	534	535	10	10	674	540	600	0	514	10	10	10	3447
#27 SR 89/Alpine Meadows Road													
Base	245	997	0	0	1012	186	82	0	116	0	0	0	2638
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	245	997	0	0	1012	186	82	0	116	0	0	0	2638

Truckee General Plan
LSC # 037191
MITGATED LOS

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#28 SR 89/Fairway Drive													
Base	0	0	0	20	0	16	2	1126	0	0	1220	18	2402
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	20	0	16	2	1126	0	0	1220	18	2402
#29 SR 89/SR 28 (Tahoe City 'Y')													
Base	803	70	7	57	53	35	42	510	55	484	499	33	2648
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	803	70	7	57	53	35	42	510	55	484	499	33	2648

Truckee General Plan
LSC # 037191
MITGATED LOS

Link Volume Report
summer weekday

Volume Type	NB Link			SB Link			EB Link			WB Link			Total Volume
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
#1 DPR/I-80 EB/Coldstream Road													
Base	923	875	1798	194	627	821	456	514	970	1128	685	1813	5402
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	923	875	1798	194	627	821	456	514	970	1128	685	1813	5402
#2 I-80 WB on Ramp/DPR (Western													
Base	490	89	579	0	0	0	681	1123	1804	743	702	1445	3828
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	490	89	579	0	0	0	681	1123	1804	743	702	1445	3828
#3 DPR/Northwoods Blvd													
Base	7	3	10	502	531	1033	750	899	1649	805	631	1436	4128
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	3	10	502	531	1033	750	899	1649	805	631	1436	4128
#4 SR 89/Donner Pass Road													
Base	829	811	1640	245	318	563	899	1058	1957	992	778	1770	5930
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	829	811	1640	245	318	563	899	1058	1957	992	778	1770	5930
#5 SR 89 S/Deerfield Drive													
Base	1135	935	2070	1343	1442	2785	594	711	1305	37	21	58	6218
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1135	935	2070	1343	1442	2785	594	711	1305	37	21	58	6218
#6 SR 89 South/West River Street													
Base	1162	1126	2288	996	986	1982	0	0	0	474	520	994	5264
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1162	1126	2288	996	986	1982	0	0	0	474	520	994	5264
#7 DPR/I-80 WB Central													
Base	0	0	0	224	0	224	1139	869	2008	695	1189	1884	4116
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	224	0	224	1139	869	2008	695	1189	1884	4116
#8 I-80 BB / DPR Central													
Base	109	0	109	0	0	0	1092	787	1879	769	1183	1952	3940
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	109	0	109	0	0	0	1092	787	1879	769	1183	1952	3940
#9 West River/McIver Crossing													
Base	21	21	42	486	446	932	707	560	1267	817	1004	1821	4062
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	21	21	42	486	446	932	707	560	1267	817	1004	1821	4062

Truckee General Plan
LSC # 037191
MITGATED LOS

Volume Type	NB Link			SB Link			EB Link			WB Link			Total Volume
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
#10 DPR/Bridge Street													
Base	1107	957	2064	493	276	769	524	708	1232	622	805	1427	5492
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1107	957	2064	493	276	769	524	708	1232	622	805	1427	5492
#11 Bridge Street West River St													
Base	1439	1457	2896	957	1107	2064	1054	901	1955	84	69	153	7068
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1439	1457	2896	957	1107	2064	1054	901	1955	84	69	153	7068
#12 Brockway Road/Palisades Drive													
Base	361	533	894	0	0	0	1328	1307	2635	1249	1098	2347	5876
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	361	533	894	0	0	0	1328	1307	2635	1249	1098	2347	5876
#13 DPR/Glenshire Drive													
Base	521	1017	1538	0	0	0	951	485	1436	752	722	1474	4448
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	521	1017	1538	0	0	0	951	485	1436	752	722	1474	4448
#14 I-80 EB/DPR Eastern													
Base	817	794	1611	606	1111	1717	482	0	482	0	0	0	3810
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	817	794	1611	606	1111	1717	482	0	482	0	0	0	3810
#15 I-80 WB/DPR Eastern													
Base	1052	606	1658	766	926	1692	0	286	286	0	0	0	3636
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1052	606	1658	766	926	1692	0	286	286	0	0	0	3636
#16 DPR/Pioneer Trail													
Base	922	747	1669	1036	1240	2276	802	778	1580	41	36	77	5602
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	922	747	1669	1036	1240	2276	802	778	1580	41	36	77	5602
#17 DPR/SR 89 North													
Base	1132	1294	2426	714	801	1515	1264	1054	2318	412	373	785	7044
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1132	1294	2426	714	801	1515	1264	1054	2318	412	373	785	7044
#18 SR 267 Bypass/I-80 WB													
Base	1263	1563	2826	1294	1142	2436	0	857	857	1005	0	1005	7124
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1263	1563	2826	1294	1142	2436	0	857	857	1005	0	1005	7124

Truckee General Plan
LSC # 037191
MITGATED LOS

Volume Type	NB Link			SB Link			EB Link			WB Link			Total Volume
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
#19 SR 267 Bypass/I-80 EB													
Base	1797	1462	3259	1564	1263	2827	579	0	579	0	1215	1215	7880
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1797	1462	3259	1564	1263	2827	579	0	579	0	1215	1215	7880
#20 SR 267/Brockway Road/Joerger Drive													
Base	1867	1634	3501	1463	1798	3261	1283	1484	2767	739	436	1175	10704
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1867	1634	3501	1463	1798	3261	1283	1484	2767	739	436	1175	10704
#21 SR 267/Airport Road/Schaffer Mill Road													
Base	1352	1283	2635	1558	1765	3323	483	347	830	195	193	388	7176
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1352	1283	2635	1558	1765	3323	483	347	830	195	193	388	7176
#22 SR 267/Waddle Ranch Access													
Base	1259	1103	2362	1187	1361	2548	0	0	0	204	186	390	5300
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1259	1103	2362	1187	1361	2548	0	0	0	204	186	390	5300
#23 SR 267/Northstar Drive													
Base	749	1054	1803	1203	1259	2462	748	382	1130	0	5	5	5400
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	749	1054	1803	1203	1259	2462	748	382	1130	0	5	5	5400
#24 SR 267/Northstar Highlands Drive													
Base	571	719	1290	1054	749	1803	58	236	294	281	260	541	3928
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	571	719	1290	1054	749	1803	58	236	294	281	260	541	3928
#25 SR 28/SR 267													
Base	4	5	9	746	1378	2124	1513	1182	2695	1796	1494	3290	8118
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	5	9	746	1378	2124	1513	1182	2695	1796	1494	3290	8118
#26 SR 89/Squaw Valley Road													
Base	1079	1198	2277	1224	1145	2369	1114	1084	2198	30	20	50	6894
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1079	1198	2277	1224	1145	2369	1114	1084	2198	30	20	50	6894
#27 SR 89/Alpine Meadows Road													
Base	1242	1128	2370	1198	1079	2277	198	431	629	0	0	0	5276
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1242	1128	2370	1198	1079	2277	198	431	629	0	0	0	5276

Truckee General Plan
LSC # 037191
MITGATED LOS

Volume Type	NB Link			SB Link			EB Link			WB Link			Total Volume
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
#28 SR 89/Fairway Drive													
Base	0	0	0	36	20	56	1128	1236	2364	1238	1146	2384	4804
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	36	20	56	1128	1236	2364	1238	1146	2384	4804
#29 SR 89/SR 28 (Tahoe City 'Y')													
Base	880	592	1472	145	145	290	607	1337	1944	1016	574	1590	5296
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	880	592	1472	145	145	290	607	1337	1944	1016	574	1590	5296

Truckee General Plan
LSC # 037191
MITGATED LOS

Impact Analysis Report
Level Of Service

Intersection		Base			Future			Change	
		LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	in	
# 1 DPR/I-80 EB/Coldstream Road		D	49.5	0.954	D	49.5	0.954	+ 0.000	D/V
# 2 I-80 WB on Ramp/DPR (Western		B	16.8	0.798	B	16.8	0.798	+ 0.000	D/V
# 3 DPR/Northwoods Blvd		C	27.2	0.867	C	27.2	0.867	+ 0.000	D/V
# 4 SR 89/Donner Pass Road		D	49.6	0.949	D	49.6	0.949	+ 0.000	D/V
# 5 SR 89 S/Deerfield Drive		C	31.4	0.929	C	31.4	0.929	+ 0.000	D/V
# 6 SR 89 South/West River Street		B	18.2	0.791	B	18.2	0.791	+ 0.000	D/V
# 7 DPR/I-80 WB Central		E	44.5	0.000	E	44.5	0.000	+ 0.000	D/V
# 8 I-80 BB / DPR Central		E	36.4	0.000	E	36.4	0.000	+ 0.000	D/V
# 9 West River/McIver Crossing		C	24.5	0.778	C	24.5	0.778	+ 0.000	D/V
# 10 DPR/Bridge Street		E	65.1	1.011	E	65.1	1.011	+ 0.000	D/V
# 11 Bridge Street West River St		E	69.8	1.053	E	69.8	1.053	+ 0.000	D/V
# 12 Brockway Road/Palisades Drive		C	22.7	0.855	C	22.7	0.855	+ 0.000	D/V
# 13 DPR/Glenshire Drive		D	46.2	0.967	D	46.2	0.967	+ 0.000	D/V
# 14 I-80 EB/DPR Eastern		B	15.6	0.780	B	15.6	0.780	+ 0.000	D/V
# 15 I-80 WB/DPR Eastern		B	10.2	0.000	B	10.2	0.000	+ 0.000	D/V
# 16 DPR/Pioneer Trail		D	42.6	1.141	D	42.6	1.141	+ 0.000	D/V
# 17 DPR/SR 89 North		D	46.8	0.950	D	46.8	0.950	+ 0.000	D/V
# 18 SR 267 Bypass/I-80 WB		D	39.6	0.950	D	39.6	0.950	+ 0.000	D/V
# 19 SR 267 Bypass/I-80 EB		D	41.6	1.020	D	41.6	1.020	+ 0.000	D/V
# 20 SR 267/Brockway Road/Joerger D		D	41.6	0.922	D	41.6	0.922	+ 0.000	D/V
# 21 SR 267/Airport Road/Schaffer M		D	35.0	0.920	D	35.0	0.920	+ 0.000	D/V
# 22 SR 267/Waddle Ranch Access		F	72.8	0.000	F	72.8	0.000	+ 0.000	D/V
# 23 SR 267/Northstar Drive		C	25.9	0.893	C	25.9	0.893	+ 0.000	D/V

Truckee General Plan
LSC # 037191
MITGATED LOS

Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 24 SR 267/Northstar Highlands Dri	F	69.3	0.000	F	69.3	0.000	+ 0.000 D/V
# 25 SR 28/SR 267	E	57.3	1.076	E	57.3	1.076	+ 0.000 D/V
# 26 SR 89/Squaw Valley Road	E	57.3	0.990	E	57.3	0.990	+ 0.000 D/V
# 27 SR 89/Alpine Meadows Road	C	23.5	0.892	C	23.5	0.892	+ 0.000 D/V
# 28 SR 89/Fairway Drive	D	33.9	0.000	D	33.9	0.000	+ 0.000 D/V
# 29 SR 89/SR 28 (Tahoe City 'Y')	C	34.7	0.935	C	34.7	0.935	+ 0.000 D/V

Truckee General Plan
LSC # 037191
MITGATED LOS

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 DPR/I-80 EB/Coldstream Road

Cycle (sec): 95 Critical Vol./Cap. (X): 0.954

Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 49.5

Optimal Cycle:OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	0

Volume Module:

Base Vol:	96	404	423	44	137	13	136	218	102	636	405	87
Growth 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
Initial Bse:	96	404	423	44	137	13	136	218	102	636	405	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	404	423	44	137	13	136	218	102	636	405	87
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	101	425	445	46	144	14	143	229	107	669	426	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	425	445	46	144	14	143	229	107	669	426	92
PCE 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
MLF 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
Final Vol.:	101	425	445	46	144	14	143	229	107	669	426	92

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.99	0.99	0.95	1.00	0.85	0.95	0.97	0.97
Lanes:	1.00	1.00	1.00	1.00	0.91	0.09	1.00	1.00	1.00	1.00	0.82	0.18
Final Sat.:	1805	1900	1615	1805	1713	163	1805	1900	1615	1805	1522	327

Capacity Analysis Module:

Vol/Sat:	0.06	0.22	0.28	0.03	0.08	0.08	0.08	0.12	0.07	0.37	0.28	0.28
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.29	0.29	0.03	0.19	0.19	0.11	0.13	0.13	0.39	0.40	0.40
Volume/Cap:	0.44	0.77	0.95	0.95	0.44	0.44	0.70	0.95	0.52	0.95	0.70	0.70
Delay/Veh:	39.8	37.7	63.2	157.5	34.9	34.9	50.6	86.3	41.3	51.3	26.5	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	37.7	63.2	157.5	34.9	34.9	50.6	86.3	41.3	51.3	26.5	26.5
HCM2kAvg:	3	13	18	4	4	4	6	11	4	26	14	13

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 I-80 WB on Ramp/DPR (Western)

Cycle (sec): 58 Critical Vol./Cap. (X): 0.798

Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 16.8

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	380	0	110	0	0	0	0	592	89	0	743	0
Growth 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
Initial Bse:	380	0	110	0	0	0	0	592	89	0	743	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	380	0	110	0	0	0	0	592	89	0	743	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	400	0	116	0	0	0	0	623	94	0	782	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	0	116	0	0	0	0	623	94	0	782	0
PCE 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
MLF 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
Final Vol.:	400	0	116	0	0	0	0	623	94	0	782	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	1900	1615	1900	1900	0

Capacity Analysis Module:

Vol/Sat:	0.22	0.00	0.07	0.00	0.00	0.00	0.00	0.33	0.06	0.00	0.41	0.00
Crit Moves:	****							****			****	
Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.52	0.52	0.00	0.52	0.00
Volume/Cap:	0.80	0.00	0.26	0.00	0.00	0.00	0.00	0.64	0.11	0.00	0.80	0.00
Delay/Veh:	28.2	0.0	16.6	0.0	0.0	0.0	0.0	11.5	7.3	0.0	16.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	0.0	16.6	0.0	0.0	0.0	0.0	11.5	7.3	0.0	16.3	0.0
HCM2kAvg:	9	0	2	0	0	0	0	9	1	0	14	0

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 DPR/Northwoods Blvd

Cycle (sec): 65 Critical Vol./Cap. (X): 0.867

Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 27.2

Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	1	0	0	1	0	1

Volume Module:

Base Vol:	1	1	5	181	0	321	305	445	0	3	577	225
Growth 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
Initial Bse:	1	1	5	181	0	321	305	445	0	3	577	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	5	181	0	321	305	445	0	3	577	225
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	1	5	191	0	338	321	468	0	3	607	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	5	191	0	338	321	468	0	3	607	237
PCE 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
MLF 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
Final Vol.:	1	1	5	191	0	338	321	468	0	3	607	237

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.71	1.00	0.85	0.95	1.00	1.00	0.95	1.00	0.85
Lanes:	0.14	0.14	0.72	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Sat.:	239	239	1193	1347	0	1615	1805	1900	0	1805	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.21	0.18	0.25	0.00	0.00	0.32	0.15
Crit Moves:						****	****				****	
Green/Cycle:	0.24	0.24	0.24	0.24	0.00	0.24	0.21	0.57	0.00	0.00	0.37	0.37
Volume/Cap:	0.02	0.02	0.02	0.59	0.00	0.87	0.87	0.43	0.00	0.43	0.87	0.40
Delay/Veh:	18.8	18.8	18.8	24.5	0.0	41.8	43.9	8.3	0.0	68.5	30.1	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.8	18.8	18.8	24.5	0.0	41.8	43.9	8.3	0.0	68.5	30.1	15.6
HCM2kAvg:	0	0	0	6	0	10	10	6	0	0	15	4

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 SR 89/Donner Pass Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.949

Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 49.6

Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	471	114	244	95	93	57	98	439	362	356	530	106
Growth 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
Initial Bse:	471	114	244	95	93	57	98	439	362	356	530	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	471	114	244	95	93	57	98	439	362	356	530	106
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	496	120	257	100	98	60	103	462	381	375	558	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	496	120	257	100	98	60	103	462	381	375	558	112
PCE 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
MLF 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
Final Vol.:	496	120	257	100	98	60	103	462	381	375	558	112

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.95	0.95	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	0.32	0.68	0.78	0.76	0.46	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	543	1163	1395	1366	837	1805	1900	1615	1805	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.27	0.22	0.22	0.07	0.07	0.07	0.06	0.24	0.24	0.21	0.29	0.07
Crit Moves:	****			****				****		****		
Green/Cycle:	0.29	0.29	0.29	0.08	0.08	0.08	0.08	0.26	0.55	0.22	0.40	0.40
Volume/Cap:	0.95	0.76	0.76	0.95	0.95	0.95	0.74	0.95	0.43	0.95	0.74	0.17
Delay/Veh:	61.8	39.3	39.3	86.8	86.8	86.8	63.8	64.8	13.8	70.9	29.6	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.8	39.3	39.3	86.8	86.8	86.8	63.8	64.8	13.8	70.9	29.6	19.6
HCM2kAvg:	21	12	12	7	7	7	5	19	7	17	16	2

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 SR 89 S/Deerfield Drive

Cycle (sec): 75 Critical Vol./Cap. (X): 0.929

Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 31.4

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	227	904		4	16	844	483	505	1	88	3	1	33
Growth 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	1.00
Initial Bse:	227	904		4	16	844	483	505	1	88	3	1	33
Added Vol:	0	0		0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0		0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	904		4	16	844	483	505	1	88	3	1	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.40	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	239	952		4	17	888	508	744	1	93	3	1	35
Reduct Vol:	0	0		0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	952		4	17	888	508	744	1	93	3	1	35
PCE 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	1.00
MLF 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	1.00
Final Vol.:	239	952		4	17	888	508	744	1	93	3	1	35

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.85	0.94	0.94	0.94	0.88	0.88	0.88	0.88
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.80	0.01	0.19	0.08	0.03	0.89	0.89
Final Sat.:	1805	3591	16	1805	3610	1615	3215	4	355	135	45	1485	1485

Capacity Analysis Module:

Vol/Sat:	0.13	0.27	0.27	0.01	0.25	0.31	0.23	0.26	0.26	0.02	0.02	0.02	0.02
Crit Moves:	****					****		****			****		
Green/Cycle:	0.14	0.46	0.46	0.02	0.34	0.34	0.28	0.28	0.28	0.03	0.03	0.03	0.03
Volume/Cap:	0.93	0.57	0.57	0.57	0.73	0.93	0.83	0.93	0.93	0.93	0.93	0.93	0.93
Delay/Veh:	69.3	15.1	15.1	60.5	24.0	46.4	30.9	41.9	41.9	147.9	148	147.9	147.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.3	15.1	15.1	60.5	24.0	46.4	30.9	41.9	41.9	147.9	148	147.9	147.9
HCM2kAvg:	10	9	8	1	11	16	12	5	16	3	3	3	3

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 SR 89 South/West River Street

Cycle (sec): 60 Critical Vol./Cap. (X): 0.791
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 18.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	0	0	2	0	1	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1

Volume Module:												
Base Vol:	0	826	336	184	812	0	0	0	0	314	0	160
Growth 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
Initial Bse:	0	826	336	184	812	0	0	0	0	314	0	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	826	336	184	812	0	0	0	0	314	0	160
User Adj:	1.00	1.17	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1017	354	194	855	0	0	0	0	331	0	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1017	354	194	855	0	0	0	0	331	0	168
PCE 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
MLF 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
Final Vol.:	0	1017	354	194	855	0	0	0	0	331	0	168

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	1805	1900	0	0	0	0	1805	0	1615

Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.22	0.11	0.45	0.00	0.00	0.00	0.00	0.18	0.00	0.10
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.41	0.41	0.16	0.57	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Volume/Cap:	0.00	0.68	0.53	0.68	0.79	0.00	0.00	0.00	0.00	0.79	0.00	0.45
Delay/Veh:	0.0	15.8	14.1	30.7	14.2	0.0	0.0	0.0	0.0	31.6	0.0	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.8	14.1	30.7	14.2	0.0	0.0	0.0	0.0	31.6	0.0	20.6
HCM2kAvg:	0	9	6	5	15	0	0	0	0	8	0	3

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 DPR/I-80 WB Central

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: E[44.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	0	0	50	0	174	0	1139	0	0	695	0
Growth 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
Initial Bse:	0	0	0	50	0	174	0	1139	0	0	695	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	50	0	174	0	1139	0	0	695	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	53	0	183	0	1199	0	0	732	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	53	0	183	0	1199	0	0	732	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxxx	1931	xxxx	732	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	74	xxxx	425	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	74	xxxx	425	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.71	xxxx	0.43	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	3.3	xxxx	2.1	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	130.5	xxxx	19.7	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	F	*	C	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			44.5			xxxxxxx			xxxxxxx		
ApproachLOS:	*			E			*			*		

Truckee General Plan
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MITGATED LOS

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 I-80 BB / DPR Central

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: E[36.4]

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Rights:	Include				Include				Include				Include							
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	18	0	91	0	0	0	0	1092	0	0	769	0
Growth 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
Initial Bse:	18	0	91	0	0	0	0	1092	0	0	769	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	0	91	0	0	0	0	1092	0	0	769	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	19	0	96	0	0	0	0	1149	0	0	809	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	19	0	96	0	0	0	0	1149	0	0	809	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1959	xxxx	1149	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	71	xxxx	244	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	71	xxxx	244	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.27	xxxx	0.39	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	1.0	xxxx	1.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Stopped Del:	73.6	xxxx	29.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	F	*	D	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	36.4			xxxxxxx			xxxxxxx			xxxxxxx					
ApproachLOS:	E			*			*			*					

Truckee General Plan
LSC # 037191
MITGATED LOS

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 West River/McIver Crossing

Cycle (sec): 65 Critical Vol./Cap. (X): 0.778

Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 24.5

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	1	0	0	1	0	1

Volume Module:

Base Vol:	3	9	9	388	9	89	96	607	4	8	468	341
Growth 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
Initial Bse:	3	9	9	388	9	89	96	607	4	8	468	341
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	9	9	388	9	89	96	607	4	8	468	341
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	3	9	9	408	9	94	101	639	4	8	493	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	9	9	408	9	94	101	639	4	8	493	359
PCE 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
MLF 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
Final Vol.:	3	9	9	408	9	94	101	639	4	8	493	359

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.95	0.95	0.85	0.95	1.00	1.00	0.95	1.00	0.85
Lanes:	0.14	0.43	0.43	0.98	0.02	1.00	1.00	0.99	0.01	1.00	1.00	1.00
Final Sat.:	254	762	762	1770	41	1615	1805	1886	12	1805	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.23	0.23	0.06	0.06	0.34	0.34	0.00	0.26	0.22
Crit Moves:	****			****				****		****		
Green/Cycle:	0.02	0.02	0.02	0.30	0.30	0.30	0.08	0.44	0.44	0.01	0.36	0.36
Volume/Cap:	0.78	0.78	0.78	0.78	0.78	0.20	0.71	0.78	0.78	0.78	0.71	0.61
Delay/Veh:	112.0	112	112.0	28.0	28.0	17.3	45.1	20.4	20.4	183.2	21.4	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	112.0	112	112.0	28.0	28.0	17.3	45.1	20.4	20.4	183.2	21.4	18.9
HCM2kAvg:	2	2	2	10	11	2	4	13	9	1	10	7

Truckee General Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 DPR/Bridge Street

Cycle (sec): 110 Critical Vol./Cap. (X): 1.011

Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 65.1

Optimal Cycle: OPTIMIZED Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	1	2	0	0

Volume Module:

Base Vol:	443	188	476	66	365	62	53	263	208	384	203	35
Growth 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
Initial Bse:	443	188	476	66	365	62	53	263	208	384	203	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	443	188	476	66	365	62	53	263	208	384	203	35
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	466	198	501	69	384	65	56	277	219	404	214	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	466	198	501	69	384	65	56	277	219	404	214	37
PCE 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
MLF 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
Final Vol.:	466	198	501	69	384	65	56	277	219	404	214	37

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.85	0.99	0.99	0.85	0.95	1.00	0.85	0.92	0.98	0.98
Lanes:	0.70	0.30	1.00	0.15	0.85	1.00	1.00	1.00	1.00	2.00	0.85	0.15
Final Sat.:	1289	547	1615	289	1596	1615	1805	1900	1615	3502	1585	273

Capacity Analysis Module:

Vol/Sat:	0.36	0.36	0.31	0.24	0.24	0.04	0.03	0.15	0.14	0.12	0.13	0.13
Crit Moves:	****			****			****			****		
Green/Cycle:	0.36	0.36	0.47	0.24	0.24	0.24	0.05	0.14	0.50	0.11	0.21	0.21
Volume/Cap:	1.01	1.01	0.66	1.01	1.01	0.17	0.64	1.01	0.27	1.01	0.64	0.64
Delay/Veh:	73.1	73.1	24.3	87.1	87.1	33.5	66.5	104	15.9	96.4	43.3	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.1	73.1	24.3	87.1	87.1	33.5	66.5	104	15.9	96.4	43.3	43.3
HCM2kAvg:	31	31	14	22	22	2	3	15	4	12	9	8

Truckee General Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Bridge Street West River St

Cycle (sec): 120 Critical Vol./Cap. (X): 1.053

Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 69.8

Optimal Cycle: OPTIMIZED Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	669	751	19	31	716	210	320	19	715	26	22	36
Growth 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
Initial Bse:	669	751	19	31	716	210	320	19	715	26	22	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	669	751	19	31	716	210	320	19	715	26	22	36
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	704	791	20	33	754	221	337	20	753	27	23	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	704	791	20	33	754	221	337	20	753	27	23	38
PCE 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
MLF 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
Final Vol.:	704	791	20	33	754	221	337	20	753	27	23	38

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	0.95	1.00	0.85	0.96	0.96	0.85	0.93	0.93	0.93
Lanes:	2.00	0.98	0.02	1.00	1.00	1.00	0.94	0.06	1.00	0.31	0.26	0.43
Final Sat.:	3502	1846	47	1805	1900	1615	1713	102	1615	546	462	756

Capacity Analysis Module:

Vol/Sat:	0.20	0.43	0.43	0.02	0.40	0.14	0.20	0.20	0.47	0.05	0.05	0.05
Crit Moves:	****			****			****		****	****		
Green/Cycle:	0.19	0.54	0.54	0.02	0.38	0.38	0.25	0.25	0.44	0.05	0.05	0.05
Volume/Cap:	1.05	0.79	0.79	0.79	1.05	0.36	0.78	0.78	1.05	1.05	1.05	1.05
Delay/Veh:	98.2	25.9	25.9	121.9	85.9	27.4	50.4	50.4	82.0	170.7	171	170.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.2	25.9	25.9	121.9	85.9	27.4	50.4	50.4	82.0	170.7	171	170.7
HCM2kAvg:	20	25	30	3	38	6	15	14	37	7	7	7

Truckee General Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Brockway Road/Palisades Drive

Cycle (sec): 86 Critical Vol./Cap. (X): 0.855

Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 22.7

Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	0	0	0	0	1	0	1	0

	0	0	0	0	0	0	0	0	0	0	0	0

	1	0	0	0	0	0	0	0	1	0	1	0

	0	0	0	0	0	0	0	0	0	0	0	0

	1	0	0	0	0	0	0	0	1	0	1	0

	0	0	0	0	0	0	0	0	0	0	0	0

	1	0	0	0	0	0	0	0	1	0	1	0

	0	0	0	0	0	0	0	0	0	0	0	0

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	1	0	0	0	0	0	0	0	1	0	1	0

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	1	0	0	0	0	0	0	0	1	0	1	0

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	0	0	0	0	0	0	0	0	0	0	0	0

	1	0	0	0	0	0	0	0	1	0	1	0

	0	0	0	0	0	0	0	0	0	0	0	0

	1	0	0	0	0	0	0	0	1	0	1	0

	0	0	0	0	0	0	0	0	0	0	0	0

	1	0	0	0	0	0	0	0	1	0	1	0

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	0	0	0	0	0	0	0	0	0	0	0	0

	1	0	0	0	0	0	0	0	1	0	1	0

	0	0	0	0	0	0	0	0	0	0	0	0

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	0	0	0	0	0	0	0	0	0	0	0	0

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	0	0	0	0	0	0	0	0	0	0	0	0

	1	0	0	0	0	0	0	0	1	0	1	0

	0	0	0	0	0	0	0	0	0	0	0	0

	1	0	0	0	0	0	0	0	1	0	1	0

	0	0	0	0	0	0	0	0	0	0	0	0

	1	0	0	0	0	0	0	0	1	0	1	0

	0	0	0	0	0	0	0	0	0	0	0	0

Truckee General Plan
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MITGATED LOS

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 DPR/Glenshire Drive

Cycle (sec): 90 Critical Vol./Cap. (X): 0.967

Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 46.2

Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	203	0	318	0	0	0	0	404	547	470	282	0
Growth 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
Initial Bse:	203	0	318	0	0	0	0	404	547	470	282	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	0	318	0	0	0	0	404	547	470	282	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	214	0	335	0	0	0	0	425	576	495	297	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	0	335	0	0	0	0	425	576	495	297	0
PCE 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
MLF 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
Final Vol.:	214	0	335	0	0	0	0	425	576	495	297	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	0.95	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	1900	1615	1805	1900	0

Capacity Analysis Module:

Vol/Sat:	0.12	0.00	0.21	0.00	0.00	0.00	0.00	0.22	0.36	0.27	0.16	0.00
Crit Moves:			****						****	****		
Green/Cycle:	0.21	0.00	0.21	0.00	0.00	0.00	0.00	0.37	0.37	0.28	0.65	0.00
Volume/Cap:	0.55	0.00	0.97	0.00	0.00	0.00	0.00	0.61	0.97	0.97	0.24	0.00
Delay/Veh:	33.2	0.0	74.4	0.0	0.0	0.0	0.0	24.6	56.5	63.1	6.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	0.0	74.4	0.0	0.0	0.0	0.0	24.6	56.5	63.1	6.5	0.0
HCM2kAvg:	6	0	14	0	0	0	0	10	21	20	3	0

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 I-80 EB/DPR Eastern

Cycle (sec): 60 Critical Vol./Cap. (X): 0.780

Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 15.6

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	0	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	817	0	0	606	0	294	0	188	0	0	0
Growth 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
Initial Bse:	0	817	0	0	606	0	294	0	188	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	817	0	0	606	0	294	0	188	0	0	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	860	0	0	638	0	309	0	198	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	860	0	0	638	0	309	0	198	0	0	0
PCE 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
MLF 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
Final Vol.:	0	860	0	0	638	0	309	0	198	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.45	0.00	0.00	0.34	0.00	0.17	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.58	0.00	0.00	0.58	0.00	0.22	0.00	0.22	0.00	0.00	0.00
Volume/Cap:	0.00	0.78	0.00	0.00	0.58	0.00	0.78	0.00	0.56	0.00	0.00	0.00
Delay/Veh:	0.0	13.3	0.0	0.0	8.7	0.0	31.6	0.0	22.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.3	0.0	0.0	8.7	0.0	31.6	0.0	22.8	0.0	0.0	0.0
HCM2kAvg:	0	14	0	0	8	0	8	0	4	0	0	0

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 I-80 WB/DPR Eastern

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[10.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	1	0	0	0	0	0	0

Volume Module:

Base Vol:	126	926	0	0	606	160	0	0	0	0	0	0
Growth 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
Initial Bse:	126	926	0	0	606	160	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	926	0	0	606	160	0	0	0	0	0	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	133	975	0	0	638	168	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	133	975	0	0	638	168	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	806	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Potent Cap.:	827	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Move Cap.:	827	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Volume/Cap:	0.16	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Level Of Service Module:

Queue:	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	10.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Truckee General Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 DPR/Pioneer Trail

Cycle (sec): 90 Critical Vol./Cap. (X): 1.141

Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 42.6

Optimal Cycle:OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	240	666	16	16	487	533	558	4	240	20	5	16
Growth 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
Initial Bse:	240	666	16	16	487	533	558	4	240	20	5	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	666	16	16	487	533	558	4	240	20	5	16
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	253	701	17	17	513	561	587	4	253	21	5	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	701	17	17	513	561	587	4	253	21	5	17
PCE 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
MLF 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
Final Vol.:	253	701	17	17	513	561	587	4	253	21	5	17

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.14	1.00	0.85	0.95	0.95	0.85	0.95	0.89	0.89
Lanes:	1.00	0.98	0.02	1.00	1.00	1.00	0.99	0.01	1.00	1.00	0.24	0.76
Final Sat.:	1805	1850	44	260	1900	1615	1798	13	1615	1805	401	1283

Capacity Analysis Module:

Vol/Sat:	0.14	0.38	0.38	0.06	0.27	0.35	0.33	0.33	0.16	0.01	0.01	0.01
Crit Moves:	****					****	****			****		
Green/Cycle:	0.15	0.50	0.50	0.41	0.36	0.36	0.34	0.34	0.49	0.01	0.01	0.01
Volume/Cap:	0.95	0.76	0.76	0.16	0.74	0.95	0.95	0.95	0.32	0.85	0.95	0.95
Delay/Veh:	80.9	21.9	21.9	23.6	29.2	54.0	54.2	54.2	14.2	158.7	210	210.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.9	21.9	21.9	23.6	29.2	54.0	54.2	54.2	14.2	158.7	210	210.3
HCM2kAvg:	12	17	20	0	14	21	22	17	4	2	2	2

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 DPR/SR 89 North

Cycle (sec): 95 Critical Vol./Cap. (X): 0.950

Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 46.8

Optimal Cycle:OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	0	1	1	2	0	1	0	1	0

Volume Module:

Base Vol:	663	141	328	45	278	391	626	0	638	378	0	34
Growth 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
Initial Bse:	663	141	328	45	278	391	626	0	638	378	0	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	663	141	328	45	278	391	626	0	638	378	0	34
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	698	148	345	47	293	412	659	0	672	398	0	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	698	148	345	47	293	412	659	0	672	398	0	36
PCE 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
MLF 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
Final Vol.:	698	148	345	47	293	412	659	0	672	398	0	36

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	0.95	1.00	0.85	0.92	1.00	0.85	0.95	1.00	0.85
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	3502	1900	1615	1805	1900	1615	3502	1900	1615	1805	0	1615

Capacity Analysis Module:

Vol/Sat:	0.20	0.08	0.21	0.03	0.15	0.25	0.19	0.00	0.42	0.22	0.00	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.21	0.28	0.51	0.09	0.16	0.39	0.23	0.00	0.44	0.23	0.00	0.23
Volume/Cap:	0.95	0.28	0.42	0.28	0.95	0.65	0.83	0.00	0.95	0.95	0.00	0.10
Delay/Veh:	58.9	27.1	14.8	41.0	77.5	26.2	42.0	0.0	48.1	67.4	0.0	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.9	27.1	14.8	41.0	77.5	26.2	42.0	0.0	48.1	67.4	0.0	28.8
HCM2kAvg:	15	3	6	2	13	11	12	0	24	17	0	1

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 SR 267 Bypass/I-80 WB

Cycle (sec): 80 Critical Vol./Cap. (X): 0.950
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 39.6
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	2	0	1	0	0	0	0	2	0	1	0	0	0	0	0	0	1	0	0	1

Volume Module:

Base Vol:	597	666	0	0	1042	252	0	0	0	521	8	476
Growth 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
Initial Bse:	597	666	0	0	1042	252	0	0	0	521	8	476
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	597	666	0	0	1042	252	0	0	0	521	8	476
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	628	701	0	0	1097	265	0	0	0	548	8	501
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	628	701	0	0	1097	265	0	0	0	548	8	501
PCE 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
MLF 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
Final Vol.:	628	701	0	0	1097	265	0	0	0	548	8	501

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.85	0.85	0.85
Lanes:	2.00	1.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.98	0.02	1.00
Final Sat.:	3610	1900	0	0	3800	1615	0	0	0	1591	24	1615

Capacity Analysis Module:

Vol/Sat:	0.17	0.37	0.00	0.00	0.29	0.16	0.00	0.00	0.00	0.34	0.34	0.31
Crit Moves:	****			****						****		
Green/Cycle:	0.18	0.49	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.36	0.36	0.36
Volume/Cap:	0.95	0.76	0.00	0.00	0.95	0.54	0.00	0.00	0.00	0.95	0.95	0.85
Delay/Veh:	55.7	20.3	0.0	0.0	43.2	24.4	0.0	0.0	0.0	50.1	50.1	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.7	20.3	0.0	0.0	43.2	24.4	0.0	0.0	0.0	50.1	50.1	35.3
HCM2kAvg:	13	16	0	0	19	6	0	0	0	21	17	15

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 SR 267 Bypass/I-80 EB

Cycle (sec): 90 Critical Vol./Cap. (X): 1.020

Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 41.6

Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	0	0	2	0	1	2	0	2	0	0	0	1	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	1127	670	545	1019	0	136	0	443	0	0	0
Growth 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
Initial Bse:	0	1127	670	545	1019	0	136	0	443	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1127	670	545	1019	0	136	0	443	0	0	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1186	705	574	1073	0	143	0	466	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1186	705	574	1073	0	143	0	466	0	0	0
PCE 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
MLF 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
Final Vol.:	0	1186	705	574	1073	0	143	0	466	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1615	3610	3800	0	1809	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.31	0.44	0.16	0.28	0.00	0.08	0.00	0.29	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.43	0.43	0.16	0.58	0.00	0.28	0.00	0.28	0.00	0.00	0.00
Volume/Cap:	0.00	0.73	1.02	1.02	0.48	0.00	0.28	0.00	1.02	0.00	0.00	0.00
Delay/Veh:	0.0	23.1	65.2	81.2	11.0	0.0	25.4	0.0	79.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.1	65.2	81.2	11.0	0.0	25.4	0.0	79.6	0.0	0.0	0.0
HCM2kAvg:	0	15	28	14	9	0	3	0	20	0	0	0

Truckee General Plan
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MITGATED LOS

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 SR 267/Brockway Road/Joerger Drive

Cycle (sec): 85 Critical Vol./Cap. (X): 0.922

Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 41.6

Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Ovl					Ovl					Ovl				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	0	1	1	0	1	0	1

Volume Module:

Base Vol:	700	1078	89	173	834	456	451	174	658	142	328	269
Growth 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
Initial Bse:	700	1078	89	173	834	456	451	174	658	142	328	269
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	700	1078	89	173	834	456	451	174	658	142	328	269
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	737	1135	94	182	878	480	475	183	693	149	345	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	737	1135	94	182	878	480	475	183	693	149	345	283
PCE 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
MLF 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
Final Vol.:	737	1135	94	182	878	480	475	183	693	149	345	283

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3610	3800	1615	1805	3800	1615	3610	1900	1615	1805	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.20	0.30	0.06	0.10	0.23	0.30	0.13	0.10	0.43	0.08	0.18	0.18
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.35	0.35	0.12	0.25	0.39	0.14	0.25	0.47	0.09	0.20	0.32
Volume/Cap:	0.92	0.85	0.16	0.85	0.92	0.76	0.92	0.39	0.91	0.91	0.92	0.55
Delay/Veh:	48.4	30.6	19.0	62.1	45.0	27.4	58.1	27.1	36.3	81.9	61.2	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	30.6	19.0	62.1	45.0	27.4	58.1	27.1	36.3	81.9	61.2	25.4
HCM2kAvg:	14	17	2	8	16	12	10	4	21	7	13	7

Truckee General Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 SR 267/Airport Road/Schaffer Mill Road

Cycle (sec): 85 Critical Vol./Cap. (X): 0.920

Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 35.0

Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	1	1	0	1	0	2	0	1	0	1	0	0	1	0	1	0	0	1

Volume Module:

Base Vol:	34	1261	57	107	1163	288	397	29	57	63	25	107
Growth 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
Initial Bse:	34	1261	57	107	1163	288	397	29	57	63	25	107
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1261	57	107	1163	288	397	29	57	63	25	107
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	36	1327	60	113	1224	303	418	31	60	66	26	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1327	60	113	1224	303	418	31	60	66	26	113
PCE 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
MLF 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
Final Vol.:	36	1327	60	113	1224	303	418	31	60	66	26	113

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	0.85	0.96	0.96	0.85	0.97	0.97	0.85
Lanes:	1.00	1.91	0.09	1.00	2.00	1.00	0.93	0.07	1.00	0.72	0.28	1.00
Final Sat.:	1805	3614	163	1805	3800	1615	1691	124	1615	1313	521	1615

Capacity Analysis Module:

Vol/Sat:	0.02	0.37	0.37	0.06	0.32	0.19	0.25	0.25	0.04	0.05	0.05	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.03	0.40	0.40	0.07	0.44	0.44	0.27	0.27	0.27	0.08	0.08	0.08
Volume/Cap:	0.73	0.92	0.92	0.92	0.73	0.43	0.92	0.92	0.14	0.67	0.67	0.92
Delay/Veh:	84.3	33.7	33.7	96.3	21.3	16.8	52.8	52.8	23.8	49.9	49.9	96.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.3	33.7	33.7	96.3	21.3	16.8	52.8	52.8	23.8	49.9	49.9	96.0
HCM2kAvg:	2	22	21	6	14	6	16	16	1	4	4	6

Truckee General Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 SR 267/Waddle Ranch Access

Average Delay (sec/veh): 6.3 Worst Case Level Of Service: F[72.8]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	1209	50	136	1051	0	0	0	0	52	0	152
Growth 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
Initial Bse:	0	1209	50	136	1051	0	0	0	0	52	0	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1209	50	136	1051	0	0	0	0	52	0	152
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1273	53	143	1106	0	0	0	0	55	0	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	1273	53	143	1106	0	0	0	0	55	0	160

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1325	xxxx	xxxxx	xxxx	xxxx	xxxxx	2692	xxxx	1299
Potent Cap.:	xxxx	xxxx	xxxxx	528	xxxx	xxxxx	xxxx	xxxx	xxxxx	24	xxxx	199
Move Cap.:	xxxx	xxxx	xxxxx	528	xxxx	xxxxx	xxxx	xxxx	xxxxx	19	xxxx	199
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	0	xxxxx	100	0	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.27	xxxx	xxxx	xxxx	xxxx	xxxx	0.55	xxxx	0.80

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	1.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.5	xxxx	5.7			
Stopped Del:	xxxxx	xxxx	xxxxx	14.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	78.4	xxxx	70.9			
LOS by Move:	*	*	*	B	*	*	*	*	*	F	*	F			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	1.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx	14.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	B	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			72.8					
ApproachLOS:	*			*			*			F					

Truckee General Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 SR 267/Northstar Drive

Cycle (sec): 80 Critical Vol./Cap. (X): 0.893
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 25.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	1	1	0	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	110	638	1	3	928	272	621	1	126	0	0	0
Growth 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
Initial Bse:	110	638	1	3	928	272	621	1	126	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	638	1	3	928	272	621	1	126	0	0	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	116	672	1	3	977	286	654	1	133	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	672	1	3	977	286	654	1	133	0	0	0
PCE 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
MLF 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
Final Vol.:	116	672	1	3	977	286	654	1	133	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	0.85	0.95	0.95	0.95	1.00	1.00	1.00
Lanes:	1.00	0.99	0.01	1.00	1.00	1.00	2.00	0.01	0.99	0.00	0.00	0.00
Final Sat.:	1805	1897	3	1805	1900	1615	3612	14	1792	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.35	0.35	0.00	0.51	0.18	0.18	0.07	0.07	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.64	0.64	0.00	0.58	0.58	0.20	0.20	0.20	0.00	0.00	0.00
Volume/Cap:	0.89	0.55	0.55	0.55	0.89	0.31	0.89	0.37	0.37	0.00	0.00	0.00
Delay/Veh:	84.9	8.4	8.4	121.4	24.4	8.9	42.5	27.6	27.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.9	8.4	8.4	121.4	24.4	8.9	42.5	27.6	27.6	0.0	0.0	0.0
HCM2kAvg:	6	10	2	1	25	4	12	3	3	0	0	0

Truckee General Plan
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MITGATED LOS

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #24 SR 267/Northstar Highlands Drive

Average Delay (sec/veh): 12.1 Worst Case Level Of Service: F[69.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	38	508	25	227	635	192	0	8	50	34	6	241
Growth 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
Initial Bse:	38	508	25	227	635	192	0	8	50	34	6	241
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	508	25	227	635	192	0	8	50	34	6	241
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	40	535	26	239	668	202	0	8	53	36	6	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	40	535	26	239	668	202	0	8	53	36	6	254

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	871	xxxx	xxxxx	561	xxxx	xxxxx	xxxx	1888	769	1906	1976	548
Potent Cap.:	783	xxxx	xxxxx	1020	xxxx	xxxxx	xxxx	71	404	53	63	540
Move Cap.:	783	xxxx	xxxxx	1020	xxxx	xxxxx	xxxx	52	404	32	46	540
Volume/Cap:	0.05	xxxx	xxxxx	0.23	xxxx	xxxxx	xxxx	0.16	0.13	1.12	0.14	0.47

Level Of Service Module:

Queue:	0.2	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.9	xxxx	xxxxx
Stopped Del:	9.8	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	386.7	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	F	*	*
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	208	xxxx	xxxx	427
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	1.2	xxxxx	xxxx	3.9
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	29.3	xxxxx	xxxx	25.7
Shared LOS:	*	*	*	*	*	*	*	*	D	*	*	D
ApproachDel:	xxxxxx				xxxxxx				29.3			
ApproachLOS:	*				*				D			

Truckee General Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 SR 28/SR 267

Cycle (sec): 120 Critical Vol./Cap. (X): 1.076
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 57.3
Optimal Cycle: OPTIMIZED Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	1	0	1	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	1	0	3	413	1	332	434	1078	1	3	849	944
Growth 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
Initial Bse:	1	0	3	413	1	332	434	1078	1	3	849	944
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	3	413	1	332	434	1078	1	3	849	944
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	0	3	435	1	349	457	1135	1	3	894	1093
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	3	435	1	349	457	1135	1	3	894	1093
PCE 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
MLF 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
Final Vol.:	1	0	3	435	1	349	457	1135	1	3	894	1093

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.89	0.95	0.95	0.85	0.95	1.00	1.00	0.95	1.00	0.85
Lanes:	0.25	0.00	0.75	0.99	0.01	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	422	0	1266	1804	4	1615	1805	3796	4	1805	3800	1615

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.24	0.24	0.22	0.25	0.30	0.30	0.00	0.24	0.68
Crit Moves:	****			****			****					****
Green/Cycle:	0.00	0.00	0.00	0.22	0.22	0.22	0.24	0.64	0.64	0.00	0.41	0.63
Volume/Cap:	1.08	0.00	1.08	1.08	1.08	0.97	1.08	0.47	0.47	0.47	0.58	1.08
Delay/Veh:	549.1	0.0	549.1	113.1	113	84.4	111.4	11.4	11.4	103.6	28.3	73.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	549.1	0.0	549.1	113.1	113	84.4	111.4	11.4	11.4	103.6	28.3	73.2
HCM2kAvg:	1	0	1	25	8	17	26	11	3	1	13	54

Truckee General Plan
LSC # 037191
MITGATED LOS

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 SR 89/Squaw Valley Road

Cycle (sec): 105 Critical Vol./Cap. (X): 0.990

Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 57.3

Optimal Cycle: OPTIMIZED Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	534	535	10	10	674	540	600	0	514	10	10	10
Growth 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
Initial Bse:	534	535	10	10	674	540	600	0	514	10	10	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	534	535	10	10	674	540	600	0	514	10	10	10
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	562	563	11	11	709	0	632	0	0	11	11	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	562	563	11	11	709	0	632	0	0	11	11	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	562	563	11	11	709	0	632	0	0	11	11	11

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.94	0.94	0.94
Lanes:	1.00	1.96	0.04	1.00	1.00	1.00	2.00	0.00	1.00	0.34	0.33	0.33
Final Sat.:	1805	3533	66	1805	1900	1900	3618	0	1900	595	595	595

Capacity Analysis Module:

Vol/Sat:	0.31	0.16	0.16	0.01	0.37	0.00	0.17	0.00	0.00	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Green/Cycle:	0.31	0.67	0.67	0.02	0.38	0.00	0.18	0.00	0.00	0.02	0.02	0.02
Volume/Cap:	0.99	0.24	0.24	0.24	0.99	0.00	0.99	0.00	0.00	0.99	0.99	0.99
Delay/Veh:	71.0	7.0	7.0	53.1	63.6	0.0	76.2	0.0	0.0	206.7	207	206.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.0	7.0	7.0	53.1	63.6	0.0	76.2	0.0	0.0	206.7	207	206.7
HCM2kAvg:	25	4	3	1	30	0	16	0	0	3	3	3

Truckee General Plan
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MITGATED LOS

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 SR 89/Alpine Meadows Road

Cycle (sec): 95 Critical Vol./Cap. (X): 0.892

Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 23.5

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	245	997	0	0	1012	186	82	0	116	0	0	0
Growth 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
Initial Bse:	245	997	0	0	1012	186	82	0	116	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	245	997	0	0	1012	186	82	0	116	0	0	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	258	1049	0	0	1065	196	86	0	122	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	1049	0	0	1065	196	86	0	122	0	0	0
PCE 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
MLF 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
Final Vol.:	258	1049	0	0	1065	196	86	0	122	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1615	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.14	0.55	0.00	0.00	0.56	0.12	0.05	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.16	0.79	0.00	0.00	0.63	0.63	0.08	0.00	0.08	0.00	0.00	0.00
Volume/Cap:	0.89	0.70	0.00	0.00	0.89	0.19	0.56	0.00	0.89	0.00	0.00	0.00
Delay/Veh:	66.3	6.2	0.0	0.0	23.6	7.5	46.6	0.0	89.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.3	6.2	0.0	0.0	23.6	7.5	46.6	0.0	89.1	0.0	0.0	0.0
HCM2kAvg:	11	15	0	0	30	2	3	0	6	0	0	0

Truckee General Plan
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #28 SR 89/Fairway Drive

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: D[33.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	1	0	0	0	0

Volume Module:

Base Vol:	0	0	0	20	0	16	2	1126	0	0	1220	18
Growth 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
Initial Bse:	0	0	0	20	0	16	2	1126	0	0	1220	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	16	2	1126	0	0	1220	18
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	21	0	17	2	1185	0	0	1284	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	21	0	17	2	1185	0	0	1284	19

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	2483	xxxx	1294	1303	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	33	xxxx	201	538	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	33	xxxx	201	538	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	0	0	xxxxx	140	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.15	xxxx	0.08	0.00	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	162	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	33.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			33.9			xxxxxxx			xxxxxxx		
ApproachLOS:	*			D			*			*		

Truckee General Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 SR 89/SR 28 (Tahoe City 'Y')

Cycle (sec): 5 Critical Vol./Cap. (X): 0.935
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 34.7
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	0	0	1	0	0	1	0	1	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	803	70	7	57	53	35	42	510	55	484	499	33
Growth 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
Initial Bse:	803	70	7	57	53	35	42	510	55	484	499	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	803	70	7	57	53	35	42	510	55	484	499	33
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	873	76	8	62	58	38	46	554	60	526	542	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	873	76	8	62	58	38	46	554	60	526	542	36
PCE 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
MLF 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
Final Vol.:	873	76	8	62	58	38	46	554	60	526	542	36

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.65	0.65	0.84	0.84	0.84	0.95	0.94	0.94	0.92	0.94	0.94
Lanes:	1.83	0.15	0.02	0.39	0.37	0.24	1.00	1.81	0.19	2.00	1.88	0.12
Final Sat.:	2360	187	19	627	583	385	1805	3210	346	3502	3356	222

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.37	0.41	0.41	0.10	0.10	0.10	0.03	0.17	0.17	0.15	0.16	0.16
Crit Moves:	****						****			****		
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.05	0.18	0.18	0.16	0.30	0.30
Volume/Cap:	0.85	0.93	0.93	0.23	0.23	0.23	0.54	0.93	0.93	0.93	0.54	0.54
Delay/Veh:	24.8	34.6	34.6	13.1	13.1	13.1	41.0	49.9	49.9	53.2	22.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	34.6	34.6	13.1	13.1	13.1	41.0	49.9	49.9	53.2	22.0	22.0
HCM2kAvg:	17	22	18	3	3	3	2	11	11	10	6	6



Movement Summary

Donner Pass Road/89 South

Roundabout

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
89 South										
32	L	496	709	0.869	29.3	LOS C	356	2.61	22.9	144
32	T	120	709	0.869	29.3	LOS C	356	2.61	22.9	144
35	R	265	810	0.327	9.8	LOS A	49	1.43	31.6	44
Approach		881	1519	0.868	23.4	LOS C	356	2.26	24.9	189
DPR										
22	L	375	1432	0.728	20.0	LOS B	217	2.16	26.3	209
22	T	558	1432	0.728	20.0	LOS B	217	2.16	26.3	209
22	R	112	1432	0.728	20.0	LOS B	217	2.16	26.3	209
Approach		1043	1432	0.728	20.0	LOS B	217	2.16	26.3	209
Frates Lane										
42	L	100	389	0.663	27.5	LOS C	121	2.27	23.3	57
42	T	98	389	0.663	27.5	LOS C	121	2.27	23.3	57
42	R	60	389	0.663	27.5	LOS C	121	2.27	23.3	57
Approach		258	389	0.663	27.5	LOS C	121	2.27	23.3	57
DPR										
12	L	103	809	0.698	14.9	LOS B	194	1.91	28.7	103
12	T	462	809	0.698	14.9	LOS B	194	1.91	28.7	103
15	R	393	1900	0.207	6.6	LOS A#	10#	1.03	34.0	64
Approach		959	2709	0.698	11.5	LOS B	194	1.55	30.7	168
All Vehicles		3141	6049	0.869	19.0	LOS B	356	2.01	26.7	622

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Movement Summary

West River Street/McIver

Roundabout

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
ACCESS										
32	L	3	342	0.070	19.2	LOS B	10	1.62	26.4	5
32	T	9	342	0.070	19.2	LOS B	10	1.62	26.4	5
32	R	9	342	0.070	19.2	LOS B	10	1.62	26.4	5
Approach		24	342	0.070	19.2	LOS B	10	1.62	26.4	5
WRS										
22	L	8	1688	0.510	7.8	LOS A	111	1.07	32.3	145
22	T	493	1688	0.510	7.8	LOS A	111	1.07	32.3	145
22	R	359	1688	0.510	7.8	LOS A	111	1.07	32.3	145
Approach		861	1688	0.510	7.8	LOS A	111	1.07	32.3	145
MCIVER										
42	L	408	905	0.566	17.4	LOS B	144	1.76	27.6	101
42	T	9	905	0.566	17.4	LOS B	144	1.76	27.6	101
42	R	94	905	0.566	17.4	LOS B	144	1.76	27.6	101
Approach		512	905	0.566	17.4	LOS B	144	1.76	27.6	101
WRS										
12	L	101	995	0.749	14.7	LOS B	265	1.80	28.8	137
12	T	639	995	0.749	14.7	LOS B	265	1.80	28.8	137
12	R	4	995	0.749	14.7	LOS B	265	1.80	28.8	137
Approach		745	995	0.748	14.7	LOS B	265	1.80	28.8	137
All Vehicles		2142	3930	0.749	12.6	LOS B	265	1.49	29.7	387

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Movement Summary

Donner Pass Road/Glenshire Drive

Roundabout

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
Bridge Street NB										
32	L	214	931	0.589	14.1	LOS B	136	1.61	29.2	101
32	R	335	931	0.589	14.1	LOS B	136	1.61	29.2	101
Approach		548	931	0.588	28.1	LOS B	136	3.22	29.2	203
DPR WB										
22	L	495	1484	0.534	11.8	LOS B	118	1.30	30.0	145
22	T	297	1484	0.534	11.8	LOS B	118	1.30	30.0	145
Approach		792	1484	0.534	11.8	LOS B	118	1.30	30.0	145
DPR EB										
12	T	425	962	1.042	54.2	LOS D	1144	3.88	16.2	311
12	R	576	962	1.042	54.2	LOS D	1144	3.88	16.2	311
Approach		1002	962	1.042	54.2	LOS D	1144	3.88	16.2	311
All Vehicles		2342	3377	1.042	30.5	LOS C	1144	2.48	22.0	557

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Movement Summary

Donner Pass Road / Pioneer Trail

Roundabout

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
Donner Pass Road										
32	L	253	919	1.038	51.4	LOS D	1014	4.01	17.0	288
32	T	701	919	1.038	51.4	LOS D	1014	4.01	17.0	288
33	R	17	17	1.059	51.1	LOS D	1014	4.01	16.9	5
Approach		972	937	1.038	51.3	LOS D	1014	4.01	17.0	294
Community Center										
22	L	21	181	0.254	29.0	LOS C	25	1.88	22.8	10
22	T	5	181	0.254	29.0	LOS C	25	1.88	22.8	10
22	R	17	181	0.254	29.0	LOS C	25	1.88	22.8	10
Approach		46	181	0.254	29.0	LOS C	25	1.88	22.8	10
Donner Pass Road										
42	L	17	1461	0.747	8.0	LOS A	195	1.22	32.1	180
42	T	513	1461	0.747	8.0	LOS A	195	1.22	32.1	180
42	R	561	1461	0.747	8.0	LOS A	195	1.22	32.1	180
Approach		1091	1461	0.747	8.0	LOS A	195	1.22	32.1	180
Pioneer Trail										
12	L	587	1025	0.825	20.7	LOS C	335	2.13	26.1	177
12	T	4	1025	0.825	20.7	LOS C	335	2.13	26.1	177
12	R	253	1025	0.825	20.7	LOS C	335	2.13	26.1	177
Approach		846	1025	0.825	20.7	LOS C	335	2.13	26.1	177
All Vehicles		2955	3603	1.059	26.2	LOS C	1014	2.41	23.5	661

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Movement Summary

Donner Pass Road / 89 North

Roundabout

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
89 North (South Leg)										
32	L	698	1563	0.762	13.8	LOS B	233	1.99	23.4	233
32	T	148	1563	0.762	13.8	LOS B	233	1.99	23.4	233
32	R	345	1563	0.762	13.8	LOS B	233	1.99	23.4	233
Approach		1191	1684	0.762	13.8	LOS B	233	1.99	23.4	233
Access										
22	L	398	491	0.896	52.1	LOS D	351	3.54	14.7	137
22	T	5	491	0.896	52.1	LOS D	351	3.54	14.7	137
22	R	36	491	0.896	52.1	LOS D	351	3.54	14.7	137
Approach		440	655	0.897	52.1	LOS D	351	3.54	14.7	137
89 North (North Leg)										
42	L	47	518	0.656	17.6	LOS B	155	2.22	21.8	66
42	T	293	518	0.656	17.6	LOS B	155	2.22	21.8	66
54	R	412	620	0.663	17.8	LOS B	175	2.34	21.7	81
Approach		751	1138	0.663	17.7	LOS B	175	2.29	21.7	147
Donner Pass Road										
12	L	659	1605	0.832	18.0	LOS B	321	2.36	17.7	182
12	T	5	1605	0.832	18.0	LOS B	321	2.36	17.7	182
12	R	672	1605	0.832	18.0	LOS B	321	2.36	17.7	182
Approach		1336	1686	0.832	18.0	LOS B	321	2.36	17.7	182
All Vehicles		3718	5163	0.896	20.6	LOS C	351	2.37	19.8	699

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Movement Summary

Proposed GP -267 I80 EB

Roundabout

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
South Approach										
31	T	1186	1153	1.029	50.4	LOS D	1038	4.05	17.1	349
33	R	705	685	1.029	50.3	LOS D	1038	4.08	17.0	209
Approach		1892	1839	1.029	50.4	LOS D	1038	4.06	17.0	558
North Approach										
42	L	574	1264	0.453	13.0	LOS B	0	1.45	30.2	111
41	T	1073	2364	0.453	4.4	LOS A	0	0.75	35.9	164
Approach		1645	3628	0.453	7.4	LOS A		1.00	33.6	276
West Approach										
12	L	143	532	0.269	20.6	LOS C	36	1.85	26.3	30
11	T	1	7	0.286	11.8	LOS B	36	1.63	30.4	0
13	R	466	781	0.597	16.8	LOS B	138	2.09	27.6	87
Approach		611	1320	0.596	17.7	LOS B	138	2.03	27.3	117
All Vehicles										
		4148	6787	1.029	28.5	LOS C	1038	2.55	22.8	951

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Movement Summary

Proposed GP - 267 I80 WB

Roundabout

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
South Approach										
32	L	628	1716	0.367	12.3	LOS B	0	1.37	30.9	123
31	T	701	1912	0.367	3.1	LOS A	0	0.57	37.0	103
Approach		1330	3628	0.367	7.5	LOS A		0.95	33.7	226
East Approach										
22	L	548	1016	0.539	18.7	LOS B	116	2.00	27.4	113
21	T	8	17	0.529	8.9	LOS A	116	1.75	32.4	1
23	R	501	834	0.601	11.8	LOS B	124	1.86	30.5	85
Approach		1058	1866	0.601	15.3	LOS B	124	1.93	28.8	199
North Approach										
41	T	1097	1104	0.994	64.0	LOS E	704	4.13	14.8	357
43	R	265	1900	0.139	4.1	LOS A#	7#	0.71	36.1	40
Approach		1362	3004	0.994	52.3	LOS D	704	3.46	16.8	398
All Vehicles		3750	8498	0.994	26.0	LOS C	704	2.14	24.0	823

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Movement Summary

Proposed General Plan - SR 267 Brockway

Roundabout

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
South Approach										
32	L	737	871	0.846	21.6	LOS C	247	2.29	26.4	161
31	T	1135	1087	1.044	41.3	LOS D	974	4.41	19.1	307
33	R	94	1900	0.049	4.1	LOS A#	2#	0.71	36.1	14
Approach		1966	3858	1.044	32.1	LOS C	974	3.44	22.0	483
East Approach										
22	L	149	98	1.520	318.7	LOS F	927	6.47	4.6	152
21	T	345	227	1.520	302.5	LOS F	927	6.14	4.4	329
23	R	283	1900	0.149	4.1	LOS A#	7#	0.71	36.1	43
Approach		777	2225	1.521	196.9	LOS F	927	4.23	6.5	524
North Approach										
42	L	182	241	0.755	25.6	LOS C	227	2.43	24.8	42
41	T	878	1164	0.754	16.9	LOS B	227	2.24	27.7	162
43	R	480	1900	0.253	4.1	LOS B#	12#	0.71	36.1	73
Approach		1540	3305	0.754	13.9	LOS B	227	1.78	29.3	277
West Approach										
12	L	475	1079	0.439	16.2	LOS B	56	1.80	28.9	95
11	T	183	416	0.440	7.4	LOS A	51	1.45	33.3	29
13	R	693	1900	0.365	4.1	LOS B#	18#	0.71	36.1	105
Approach		1350	3395	0.439	8.8	LOS A	56	1.20	32.7	229
All Vehicles		5633	12783	1.520	44.3	LOS D	974	2.56	18.7	1513

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Movement Summary

I-80EB/Coldstream/Donner Pass

Roundabout

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
South Approach										
32	L	101	2134	0.455	8.6	LOS A	71	1.29	31.8	163
32	T	425	2134	0.455	8.6	LOS A	71	1.29	31.8	163
32	R	445	2134	0.455	8.6	LOS A	71	1.29	31.8	163
Approach		972	2134	0.455	8.6	LOS A	71	1.29	31.8	163
East Approach										
22	L	669	1673	0.710	16.7	LOS B	205	1.95	28.0	230
22	T	426	1673	0.710	16.7	LOS B	205	1.95	28.0	230
22	R	92	1673	0.710	16.7	LOS B	205	1.95	28.0	230
Approach		1188	1755	0.710	16.7	LOS B	205	1.95	28.0	230
North Approach										
42	L	46	1162	0.176	11.5	LOS B	20	1.58	30.7	35
42	T	144	1162	0.176	11.5	LOS B	20	1.58	30.7	35
42	R	14	1162	0.176	11.5	LOS B	20	1.58	30.7	35
Approach		204	1162	0.176	11.5	LOS B	20	1.58	30.7	35
West Approach										
12	L	143	1333	0.360	13.0	LOS B	55	1.63	29.9	85
12	T	229	1333	0.360	13.0	LOS B	55	1.63	29.9	85
12	R	107	1333	0.360	13.0	LOS B	55	1.63	29.9	85
Approach		480	1333	0.360	13.0	LOS B	55	1.63	29.9	85
All Vehicles		2844	6384	0.710	12.9	LOS B	205	1.64	29.7	513

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Sub-Appendix K

Roundabout Capacity and Second Units Memorandums



MEMORANDUM

DATE: April 18, 2006

TO: Duane Hall, Town of Truckee Planner

FROM: Becky Bucar, LSC

SUBJECT: Truckee General Plan Model - Inclusion of Second Units

Per your request, LSC has prepared an analysis of the percent increase in trip generation that would result from the inclusion of additional second units in the Truckee Traffic Model. As you know, the model was developed assuming that the proportion of secondary units (a.k.a. granny units) in relation to total homes in Truckee will remain constant in the future. The residential trip rates for the model were developed based upon actual count data collected for the Prosser Lakeview, Glenshire, and Tahoe Donner residential neighborhoods. Therefore, the fact that the trip rates calibrate to existing conditions indicates that the trip rates include existing second units. Therefore, applying the same trip rates to future single-family lots would result in assuming the same proportion of second units to single-family lots in the future as occurs today.

Regardless, this analysis discusses the impact of changing this assumption as follows:

1. It is assumed for purposes of this analysis that there are currently no second units on any developed single-family lots in the Town. In addition, it is assumed between 2003 and build out no second units will be built on lots already developed as single-family in 2003.
2. 20 percent of each single-family lot developed (vacation and full time) between 2003 and build out of the General Plan (either existing vacant or future single-family lot) will include a second unit. For discussion purposes, we have also provided a comparative analysis assuming 50 and 100 percent of the future single-family development will include a second unit.
3. It has been conservatively assumed that all second units will be occupied on a full-time basis, although it is likely that many of these units will only be used seasonally or when the owner has guests.

4. As second units will essentially function as apartments (in terms of size or number of household members), it was assumed that a second unit generates the same number of trips as a full-time multi-family unit in Truckee.

The results of this analysis are summarize in Table A and below:

- If it is assumed that second units will be built on 20 percent of the single-family lots developed between 2003 and the build out of the General Plan, 1,177 new second units would be built upon build-out of the General Plan.
- These 1,177 second units would generate 674 additional PM peak-hour trips.
- This increase in trips would represent an increase of Town-wide PM peak-hour trip generation of 2.27 percent.
- This increase in trips would also represent a 1.74 percent increase in the total number of PM peak-hour trips contained in the traffic model (including through trips).

Re-running the model and recalculating LOS assuming this increase in trips generated by potential secondary units is outside LSC's current scope of work for the General Plan. However, in order to determine whether this increase in trip generation might change the conclusions of the traffic analysis (i.e., result in the need for more improvements), the Traffix Software program was used to increase the traffic volumes at the study intersections within the Town by 2.27 percent. The traffic volumes at the study intersections along SR 267 outside the Tahoe Basin were also increased by 2.27 percent, as well as those at the SR 89/West River Street intersection. Traffic volumes at the intersections along SR 89 south of West River Street and in the Tahoe Basin were not increased as growth at these intersections is assumed to be constrained by land development in the Tahoe Basin.

As Traffix does not calculate LOS at roundabouts, 2025 mitigated LOS at only unsignalized (Stop controlled) and signalized intersections was re-evaluated assuming the 2.27 percent increase in traffic volumes. The results in the analysis indicate that the mitigated LOS at only one intersection changes with the increase in traffic volume: the 2025 mitigated LOS at the SR 267/Airport Road/Schaffer Mill Road intersection decreased from a LOS C to a LOS D. This suggests that the addition of second units on 20 percent of the single-family lots developed between 2003 and 2025 would not significantly impact the conclusions of the traffic analysis.

LSC prepared a similar analysis in Traffix assuming that 50 percent of the single-family lots developed between 2003 and 2025 would develop with second units. It was determined that this change in assumption would impact the conclusions of the traffic analysis, as additional improvements would be needed at the following intersections to maintain adequate LOS:

- Donner Pass Road/Coldstream Road/I-80 Eastbound
- SR 89 South/Donner Pass Road
- Bridge Street/West River Street

Table A: Increase in Model Trip Generation Resulting from Addition of Second Units

Percent of New Single-Family Units With Have Second Units:	20%	50%	100%
Number of Second Units	1,177	2,959	5,889
Total Number of New PM Peak-Hour Trips Generated by Second Units (Not Accounted for in Model)	674	1,691	3,359
Percent Increase in Total Town-Wide PM Peak-Hour Trip Generation Resulting from Addition of Second Units	2.27%	5.68%	11.29%
Maximum Increase in PM Peak-Hour Trips Occuring in Any One TAZ	66	166	332
Percent Increase in Total Model-Wide PM Peak-Hour Trip Generation (Including External-External Trips and Martis Valley Trips) Resulting from Addition of Second Units	1.74%	4.38%	8.69%