

Appendix P

Transportation Analysis

BONANZA PEAK ENERGY PROJECT TRANSPORTATION ANALYSIS

INYO COUNTY, CALIFORNIA

March 16, 2026



Bonanza Peak Energy Project Transportation Analysis **Inyo County, California**

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Project Number 31011

March 16, 2026



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EXECUTIVE SUMMARY

Bonanza Peak Solar, LLC proposes to develop a 500-megawatt (MW) solar energy facility in southeastern Inyo County, California (Project) within a 3,382-acre Project Area. The Developed Area would be no greater than 2,400 acres, as dictated by the Inyo County Renewable Energy General Plan Amendment (REGPA; Inyo County 2015). The Project also includes a 230-kilovolt (kV) generation tie-line (gen-tie) corridor. This Transportation Impact Analysis (TIA) evaluates potential transportation effects, particularly during the 18-month construction phase, and ensures compliance with California Environmental Quality Act (CEQA) vehicle-miles traveled (VMT) assessment requirements.

The study assessed:

- Construction trip generation and trip distribution, including worker commutes and heavy truck trips
- Construction operation analyses (level of service, site access, and site circulation)
- CEQA VMT assessment, determining whether the Project requires detailed VMT analysis.

The study found the following conclusions:

- **Traffic Generation:** Up to 490 daily vehicle trips are expected during construction, including 450 workforce-related trips and 40 heavy-duty truck trips. Post-construction, minimal traffic generation is expected, with only six to eight full-time employees generating much less than 110 daily trips, thereby allowing the project to screen out of a detailed VMT impact analysis due to low long-term traffic impacts.
- **Traffic Operations:** The main study intersection at Tecopa Road and Nevada State Route 160 (NV-160) currently operates at level of service (LOS) A. During construction, delays increase, shifting AM peak-hour operations to LOS B and PM peak-hour operations to LOS C. At the project access along Old Spanish Trail Highway (Tecopa Road in Nevada), the intersection operations operate at LOS C or better under both existing and construction scenarios.
- **Site Access and Circulation:** The site will be accessed via a newly constructed private access road designed to accommodate construction and maintenance vehicles. At present, an access road corridor (within which the access road would be located) has been identified. A portion of this access road would utilize existing public roads. Site access will be reviewed prior to obtaining construction or building permits. The County may require a sight distance analysis to comply with Caltrans' Highway Design Manual standards or applicable County standards as a condition of approval prior to obtaining building or construction permits.
- **Bicycle, Pedestrian, & Transit Considerations:** No existing public transit services or pedestrian facilities are present in the project area. The project is expected to have no adverse impacts on bicyclists or pedestrians, as travel in the vicinity is primarily vehicle-based.

Implementation of the Bonanza Peak Energy Project will result in less than significant transportation impacts under CEQA and will not result in adverse traffic operations. Construction activities will generate temporary increases in traffic, but all roadways and intersections will continue to operate at acceptable levels. No long-term transportation impacts are expected, and the project qualifies for VMT screening exemption due to low operational trip generation. No additional mitigations are required.

INTRODUCTION

Bonanza Peak Solar, LLC, a wholly owned subsidiary of 174 Power Global, LLC, which is a wholly owned subsidiary of Hanwha Energy USA Holdings Corp. (Applicant), requests a Renewable Energy Permit from Inyo County, California, to construct, own, operate, and maintain a utility scale solar photovoltaic (PV) energy generating facility on private lands. The requested term for the Renewable Energy Permit is 50 years.

The Bonanza Peak Energy Project (Project) would be located in the Charleston View Solar Energy Development Area (SEDA) in southeastern Inyo County, adjacent to the Nevada state line just north of Old Spanish Trail Highway.

The solar generation facility, including the PV arrays, substation, and other electrical equipment, would be within a 3,382-acre Project Area with a Developed Area of no greater than 2,400 acres, as dictated by the Inyo County Renewable Energy General Plan Amendment (REGPA; Inyo County 2015). The Project has a planned net generating capacity of up to 500 megawatts (MW) alternating current (MWac).

The PV electrical generation facility includes installation of fencing, access roads, PV modules, single axis tracker racking, inverters, electrical distribution equipment, overhead and underground power lines, substation, interconnection switchyard, and an overhead transmission line racking system. While the generation tie-line (gen-tie) corridor will continue into Nevada to the northeast, only the portion of the Project within California is considered within this scope.

Construction is anticipated to begin as early as January 2027. The Project may be built in one or more phases within an approximately 18-month construction period. The Project would post warning signs along the Project access roads from Nevada 160 to the Project Area boundary informing the public of construction activities, warning of increased vehicles and potential wide loads on the roads, and directing that the public does not enter the site.

Kittelson & Associates, Inc (Kittelson) prepared this transportation analysis report for the Project to determine potential transportation-related effects during construction of the Project. If effects are substantial, recommendations will be provided to reduce them to less than substantial levels.

The transportation analyses documented in this report were performed to comply with CEQA transportation VMT analysis and to assess non-CEQA transportation effects. The report covers the following:

- Construction trip generation and trip distribution
- Construction operation analyses (level of service, site access, and site circulation)
- CEQA VMT assessment

EXISTING CONDITIONS

LOCATION

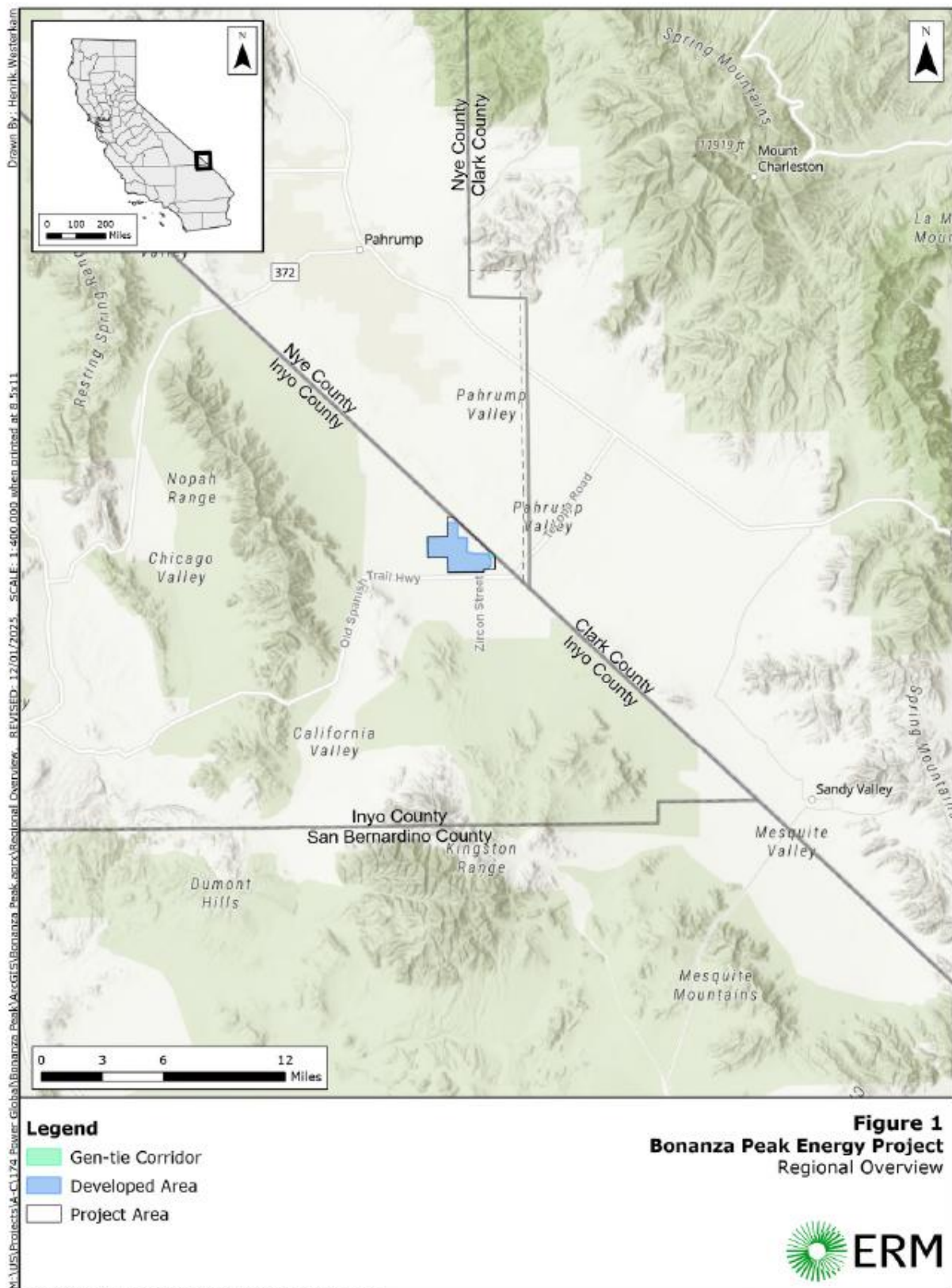
The Project Area is located on private land in southeastern Inyo County, California, within an area designated as Open Space greater than 40 acres in size (OS-40). This zoning allows for open space and compatible uses, including commercial renewable energy facilities. The area is primarily undeveloped, with existing dirt

roads and abandoned buildings, and is situated near a small area of commercial and residential zoning in Charleston View. The Yellow Pine Energy Center, an existing solar facility, is located east of the Project Area in Nevada at the proposed transmission tie-in location. Construction access will be on paved roads to Zircon Street, where traffic will make a right turn to head north on Zircon for approximately 0.25 mile to reach the site.

The Project is approximately 0.25 miles north of the Old Spanish Trail Highway (Tecopa Road in Nevada), with the gen-tie extending into Nye and Clark Counties in Nevada. The closest community, Charleston View, is 1 mile to the south, while Tecopa, California, and Pahrump, Nevada, are both about 25 miles away. The nearest major city is Las Vegas, Nevada, which is located 57 miles to the east.

The Project location is illustrated on Figure 1.

Figure 1: Project Location



ROADWAYS

The Developed Area is connected to the following regional and local roadway facilities:

- **Nevada State Route 160 (NV-160)** in Nevada extends west of the Spring Mountains, connecting Interstate 15 and Las Vegas Boulevard south of Las Vegas to U.S. 95 west of Mercury. The highway travels through northern Pahrump Valley, passing between Mount Montgomery and Mount Schader beyond Johnnie, before stretching 7 miles across the Amargosa Desert. Within the vicinity of the Project Area, NV-160 is a four-lane highway with two lanes in each direction and a median approximately 45 feet wide. It has a posted speed limit of 70 miles per hour (mph). Trucks and labor workforce are expected to commute from either Pahrump or Las Vegas, which requires them to reach the Project Area via NV-160.
- **Old Spanish Trail Highway (Tecopa Road in Nevada)** is a two-lane (one travel lane in each direction) county road that runs between California State Route 127 and NV-160. At the intersection with Tecopa Road, NV-160 includes dedicated right-turn and left-turn lanes. An acceleration lane for vehicles turning right from Tecopa Road onto eastbound NV-160 is also present. It has a posted speed limit of 55 mph.
- **Tuscarora Street/Mcr928200 Road** is a local dirt road along the state line, and project-related trips are not expected to use this roadway. North of Old Spanish Trail Highway, the local dirt road is identified as Mcr928200 Road, while south of Old Spanish Trail Highway it is known as Tuscarora Street.
- **Zircon Street** is an existing, local dirt road that connects Old Spanish Trail Highway to the Developed Area and its internal access roads. Gravel would be placed on Zircon Street. The Renewable Energy Development Agreement (REDA) with Inyo County will contain information on road maintenance and restoration that the Applicant will be required to fulfill.
- **Internal access roads** to the onsite substation, switching station, and PV modules would consist of a series of unpaved roads with compacted gravel or dirt. Alignment of internal roadways is to be determined after field surveys are completed.

TRANSIT, BICYCLE, AND PEDESTRIAN FACILITIES

There are no transit services nor paved sidewalks in the area. Along NV-160, there are Class II bicycle facilities (bike lanes) in both directions and are approximately 8 feet wide. However, no dedicated bicycle facilities are around the immediate vicinity of the Project Area. The primary mode of travel around the area is vehicular travel.

PROJECT TRAFFIC GENERATION

Project-related trip estimates were calculated to assess the Project's traffic effects on roads during construction.

TRIP GENERATION

It is anticipated that vehicle traffic during the construction period would be primarily comprised of worker's passenger cars/light trucks, worker shuttles, delivery trucks, dump trucks, water trucks, waste hauling trucks, crane equipment vehicles, and portable toilet trucks. The highest number of trips would generally be generated by construction workers traveling to and from the site each day.

After construction is completed and the Project becomes operational, traffic volumes generated by the proposed Project are expected to be negligible. The Project will be remotely operated and will not require any full-time employees onsite. Operational activities will primarily involve periodic deliveries and maintenance, which are estimated to result in approximately 100 site visits per year. These visits would typically support infrastructure maintenance, equipment testing and repairs, and vegetation management (e.g., grass and weed trimming). While there will be no permanent onsite staff, personnel will access the site as needed. For the purposes of a conservative estimate, it is assumed that one person may be onsite for the equivalent of a standard 40-hour work week over a 26-week period (half of a year). Accordingly, this transportation analysis focuses primarily on potential traffic impacts during the construction phase of the Project, when traffic volumes will be highest.

PROJECT CONSTRUCTION

Construction would take place across 18 months and occur from 7 AM to 5 PM daily on weekdays. Overtime and weekend work would be used only as necessary to meet scheduled milestones or accelerate the schedule and would comply with all applicable California labor laws. Construction is expected to begin as early as January 2027, and the commercial operation date is estimated to be in Quarter 3 of 2028.

The Project would post warning signs along the Project access roads from Nevada 160 to the Project Area boundary informing the public of construction activities, warning of increased vehicles and potential wide loads on the roads, and directing that the public does not enter the site.

The workforce for onsite construction activities includes laborers, craftsmen, supervisory personnel, support personnel, and construction management personnel. The onsite construction workforce varies under different phases of construction, but the maximum daily workforce is anticipated to be 450 workers. It has been assumed all passenger vehicles will enter the site during the AM peak hour and leave during the PM peak hour.

In addition to the daily workforce, it has been estimated that there would be up to 40 heavy duty trucks per day. While passenger vehicle trips associated with the workforce are expected to be a daily occurrence during construction, heavy vehicle trips would vary throughout the construction period. Moreover, most construction and delivery trucks are expected to arrive and depart the site throughout the workday, as opposed to only during the AM and PM peak hours. For the purpose of this analysis, it has been assumed that 50 percent of the heavy-duty trucks would arrive during the AM peak hour and leave during the PM

peak hour. The remaining number of trucks are to be distributed evenly throughout the remaining construction hours.

The construction trip generation is shown in Table 1 and has been calculated for total trips and passenger car equivalent (PCE) trips. A PCE factor is applied to truck trips to account for the fact that trucks utilize more capacity on the roadway than a passenger car due to their larger size and slower acceleration. A PCE factor of 2.0 for heavy-duty trucks was used for this analysis, based on the guidance for PCE factors found in the Highway Capacity Manual, 7th Edition.

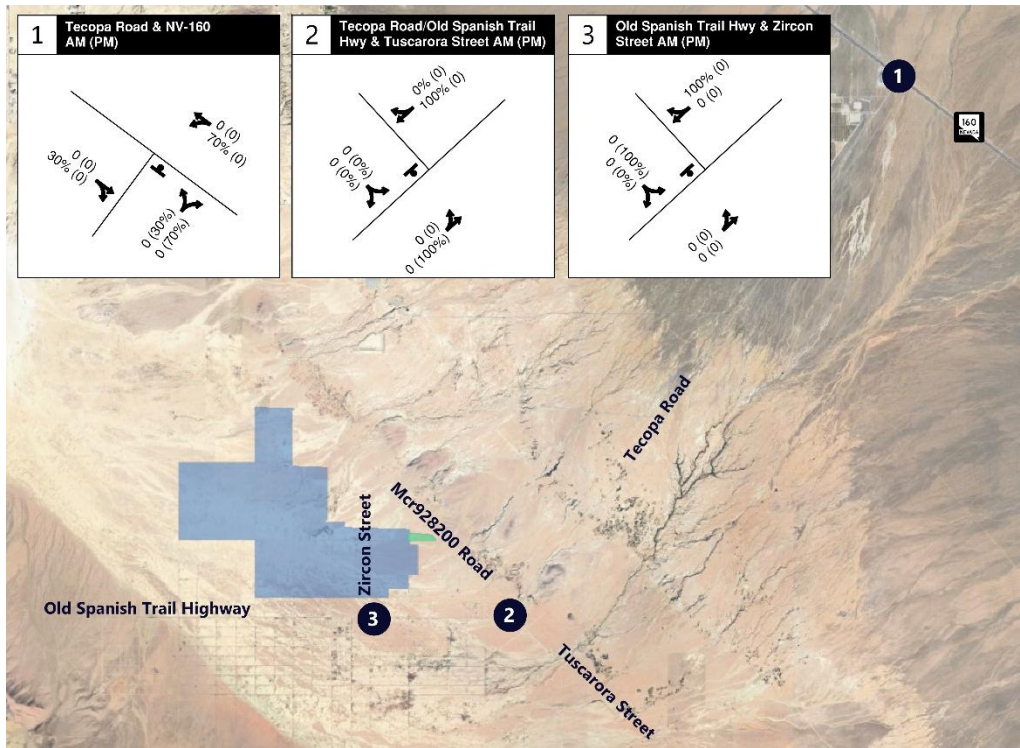
Table 1: Project Construction Trip Generation

Trip Type	Number of Vehicles	Vehicle Trips			Passenger Car Equivalent (PCE) Trips		
		Daily	AM Peak Hour	PM Peak Hour	Daily	AM Peak Hour	PM Peak Hour
Passenger Cars	450	900	450	450	900	450	450
Heavy Duty Trucks	40	80	40	40	160	80	80
Total Number of Trips		980	490	490	1,060	530	530

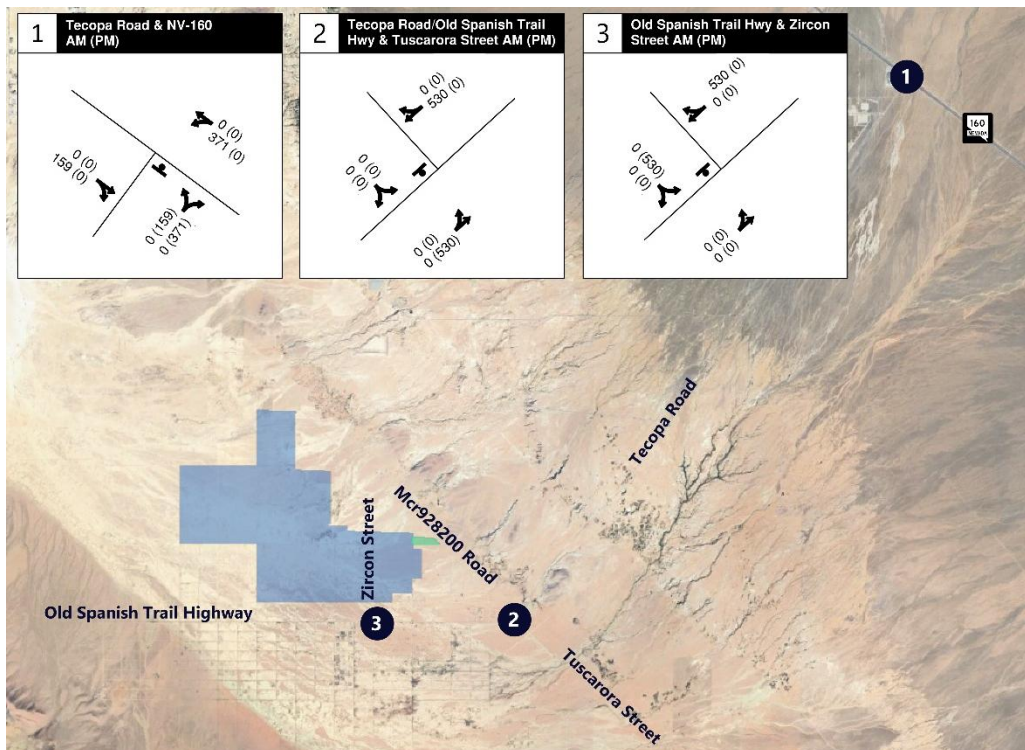
SOURCE: KITTELSON & ASSOCIATES, INC (2025)

TRIP DISTRIBUTION

The proposed Project's trip distribution was developed based on a review of the adjacent roadway network and surrounding land uses to determine anticipated origins and paths of travel. It is assumed that all vehicles would commute to the jobsite from communities located northeast of the Project, likely from Pahrump and/or Las Vegas. The Project trips distribution for the study intersection during the weekday AM and PM peak hours by percentage and total amounts are shown in Figure 2 and, Figure 3 respectively.

Figure 2: Project Trips Distribution – Percent of Total Trips Generated

SOURCE: KITTELSON & ASSOCIATES, INC (2025)

Figure 3: Project Trips Distribution – Total Trips Generated

SOURCE: KITTELSON & ASSOCIATES, INC (2025)

LEVEL OF SERVICE (LOS) ANALYSIS

ANALYSIS SOFTWARE AND APPROACH

INTERSECTION ANALYSIS METHODOLOGY

LOS describes the operating conditions experienced by motorists. LOS is a qualitative measure of the effect of several factors, including speed and travel time, traffic interruptions and delay, freedom to maneuver, driving comfort, and convenience. LOS A through LOS F covers the entire range of traffic operations that might occur. Motorists using a facility that operates at LOS A experience very little delay, while those using a facility that operates at LOS F will experience long delays. Intersection analyses for the study intersection were conducted using the operational methodologies outlined in the 7th Edition of the Highway Capacity Manual (HCM) methodology calculated with Vistro software.

Using the HCM procedure, the level of service designation for a signalized intersection is determined by calculating the weighted average control delay in seconds per vehicle. For unsignalized intersections, the HCM methodology is also used to calculate the weighted average control delay for each controlled intersection leg and for the intersection as a whole. In the case of two-way stop-controlled intersections, the LOS for the worst approach is used as the performance measure for the intersection's LOS.

Table 2 presents the relationship between average delay and LOS for both signalized and unsignalized intersections.

Table 2: Level of Service Definition for Intersections

Level of Service	Delay Per Vehicle (Seconds)	
	Signalized Intersection	Unsignalized Intersection
A	< 10.0	< 10.0
B	> 10.0 to 20.0	> 10.0 to 15.0
C	> 20.0 to 35.0	> 15.0 to 25.0
D	> 35.0 to 55.0	> 25.0 to 35.0
E	> 55.0 to 80.0	> 35.0 to 50.0
F	> 80.0	> 50.0

SOURCE: HIGHWAY CAPACITY MANUAL, 7TH EDITION

Peak 15-minute flow rates were used in the evaluation of all intersection levels of service to provide analyses based on a reasonable worst-case scenario. The peak hours were identified as the worst four consecutive 15-minute periods between 6 and 8 AM and between 4 and 6 PM on weekdays to align with construction hours. These represent the critical time periods for evaluation based on peak demand on the surrounding transportation system and the peak demand associated with the Project. Using the peak 15-minute flow rate ensures that this analysis is based on a reasonable worst-case scenario. For this reason, the analysis reflects conditions that are only likely to occur 15 minutes out of each average peak hour. During all other periods, the transportation system will likely operate under better conditions than the conditions described in this report.

REGULATORY STANDARDS

Roadway segments and intersections within the Project Area's vicinity fall under Inyo County's jurisdiction except for NV-160. Therefore, Clark County LOS thresholds were used as a reference to identify acceptable intersection operations for Tecopa Road and NV-160. Inyo County LOS thresholds were used to identify acceptable intersection operations for intersections along Old Spanish Trail Highway.

CLARK COUNTY

The *Minimum Road Design Standards for Non-Urban Roadways*¹ (2001) provide for the regulation of road improvements in non-urban areas of Clark County. According to Section 6.1.10, the minimum acceptable level of service for all roadway classifications is LOS C.

The Regional Transportation Commission of Southern Nevada (RTC SNV) 2018 *Policies and Procedures* manual indicates that "LOS C will be the design objective for capacity and under no circumstances will less than LOS D be accepted for site and non-site traffic, unless justification can be provided and approved by the Agency Traffic Engineer."

INYO COUNTY

In the absence of Inyo County-specific LOS thresholds, Caltrans standards are used for reference. Caltrans has designated LOS C as the target LOS.

DATA COLLECTION

Vehicle turning movement counts were collected at the intersection of Tecopa Road and NV-160 during the AM (5 to 10 AM) and PM (3 to 8 PM) peak periods on Wednesday, February 26, 2025. 24-hour roadway counts at the following segments were also collected for verification of data collection and to inform the evaluation of potential adverse traffic effects with the Project:

- Old Spanish Trail Highway (Tecopa Road in Nevada) between Silver Street and Tuscarora Street
- Tuscarora Street between Avenue D and Old Spanish Trail Highway
- Tecopa Road between Tuscarora Street and NV-160

Refer to Appendix A for traffic count data reports.

The 24-hour roadway counts confirmed that within the Project Area's vicinity, approximately 200 vehicles are seen traveling along Tecopa Road and Old Spanish Trail Highway daily, with up to 30 vehicles during the AM and PM peak hours. Less than three vehicles are seen traveling along Tuscarora Street daily, with no vehicles observed during the AM and PM peak hours. This suggests that the area experiences light traffic volumes overall, with only modest increases during peak periods.

¹ Clark County Department of Public Works (2001). *Minimum Road Design Standards for Non-Urban Roadways*.
<https://files.clarkcountynv.gov/clarknv/Non-Urban%20Roadways%20Minimum%20Road%20Design%20Standards.pdf>

OPERATIONAL ANALYSES

As mentioned prior, the peak of trips generated into and out of the Project Area is anticipated to occur during the construction period. Trips will be generated near the Project Area due to traffic entering and existing nearby recreational areas. However, these land uses are not major traffic generators. Therefore, the LOS analysis is centered on the trips generated from the Project for the following scenarios:

- Existing Conditions
- Project Construction Conditions

Detailed results reported by the Vistro software can be found in Appendix B.

EXISTING CONDITIONS

Existing LOS results for the study intersections are shown in Table 3. The results indicate that the study intersections currently operate acceptably at LOS A during both AM and PM peak hours. Figure 4 and Figure 5 illustrate AM and PM peak hour volumes under this scenario, respectively.

Table 3: Existing Conditions LOS Results

ID	Intersection	Control Type	Delay (s/veh)		LOS	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1	Tecopa Road and NV-160	SSSC	5.2	8.0	A	A
2	Tecopa Road/Old Spanish Trail Highway and Tuscarora Street	SSSC	0.0	0.0	A	A
3	Old Spanish Trail Highway and Zircon Street	SSSC	0.0	0.0	A	A

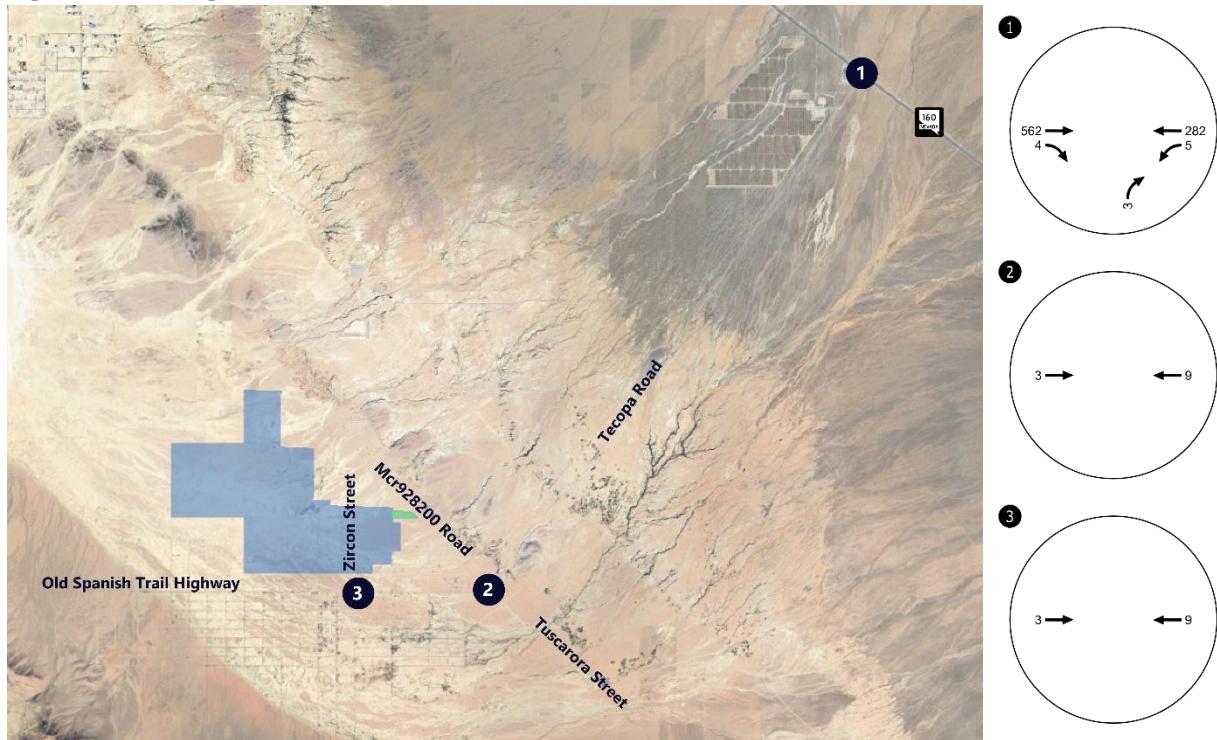
Note:

s/veh = seconds per vehicle

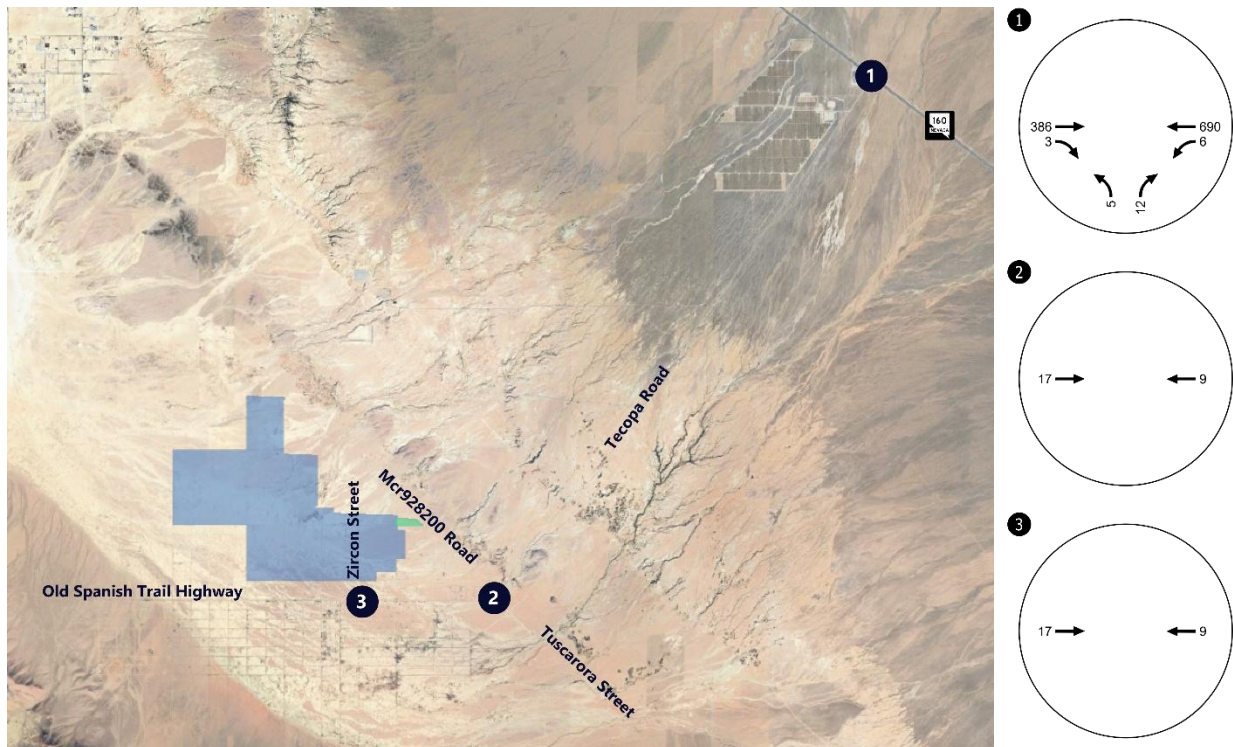
SSSC = Side-Street Stop-Controlled

Delay and LOS shown for the worst approach of the intersection.

SOURCE: KITTELSON & ASSOCIATES, INC (2025)

Figure 4: Existing Conditions AM Peak Hour Intersection Volumes

SOURCE: KITTELSON & ASSOCIATES, INC (2025)

Figure 5: Existing Conditions PM Peak Hour Intersection Volumes

SOURCE: KITTELSON & ASSOCIATES, INC (2025)

PROJECT CONSTRUCTION CONDITIONS

The results shown in Table 4 represent the expected traffic operations during temporary Project construction with construction-related traffic. Compared to existing conditions, the table shows that average delays at the Tecopa Road and NV-160 intersection approximately doubles for both AM and PM peak hours. Correspondingly, the intersection's LOS shifts from LOS A to LOS B during the AM peak hour and shifts from LOS A to LOS C in the PM peak hour. Additionally, delays at Old Spanish Trail Highway and Zircon Street intersection will increase by approximately 7 seconds per vehicle while remaining to operate as LOS A. Despite the longer delays, both intersections would still operate at an acceptable level of service (LOS C or better) during construction. Figure 6 and Figure 7 illustrate AM and PM peak hour volumes under this scenario, respectively.

Table 4: Project Construction Conditions LOS Results

ID	Intersection	Control Type	Delay (s/veh)		LOS	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1	Tecopa Road and NV-160	SSSC	10.1	16.8	B	C
2	Tecopa Road/Old Spanish Trail Highway and Tuscarora Street	SSSC	0.0	0.0	A	A
3	Old Spanish Trail Highway and Zircon Street	SSSC	0.0	7.2	A	A

Note:

s/veh = seconds per vehicle

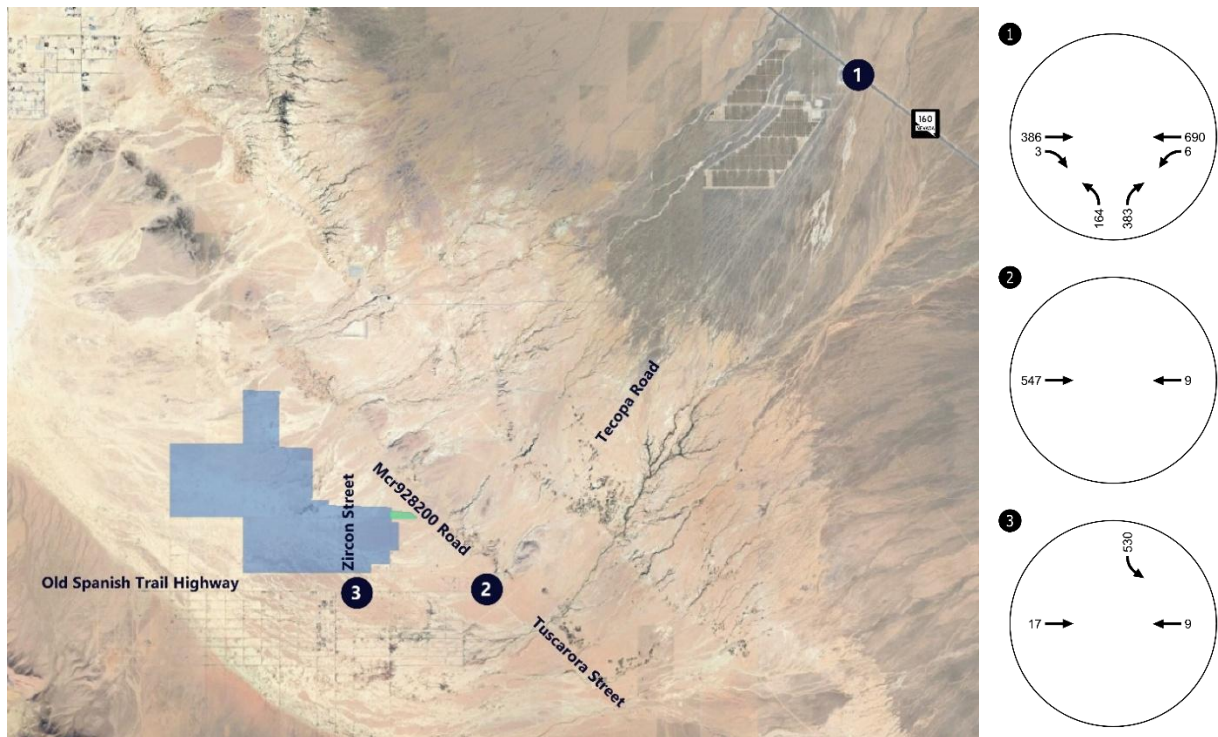
SSSC = Side-Street Stop-Controlled

Delay and LOS shown for the worst approach of the intersection.

SOURCE: KITTELSON & ASSOCIATES, INC (2025)

Figure 6: AM Peak Hour Intersection Volumes During Project Construction

SOURCE: KITTELSON & ASSOCIATES, INC (2025)

Figure 7: PM Peak Hour Intersection Volumes During Project Construction

SOURCE: KITTELSON & ASSOCIATES, INC (2025)

SITE PERFORMANCE REVIEW

The existing roadway conditions and proposed site access corridor were assessed to determine if safety or operational improvements were necessary due to an increase in traffic from the Project.

SITE ACCESS ROAD (ZIRCON STREET)

Primary access to the Project Area would be from Zircon Street an existing dirt road upon which gravel will be placed. Internal access roads to the onsite substation, switching station, and PV modules would consist of compacted gravel or dirt roads. Site access will be reviewed prior to obtaining construction or building permits. The County may require a sight distance analysis to comply with Caltrans' Highway Design Manual standards or applicable County standards as a condition of approval prior to obtaining building or construction permits.

BICYCLE AND PEDESTRIAN TRAVEL

As mentioned before, there are no existing pedestrian facilities along any of the roadways surrounding the Project Area. Additionally, there are minimal biking and walking activity levels along the Project Area's access frontage. Therefore, adverse effects on bicycling and walking are not anticipated along the Project Area during any phase of construction or operation.

CEQA VMT ASSESSMENT

Senate Bill 743 (SB 743) was signed into law in September 2013. It required changes to the CEQA Guidelines specifically related to the analysis of transportation impacts. Prior to SB 743, transportation analyses under CEQA focused on factors such as roadway delay and capacity at specific locations. However, SB 743 introduced significant changes by eliminating the use of auto delay, LOS, and similar measures of vehicular capacity or traffic congestion as the basis for determining significant impacts. Instead, SB 743 identified VMT as the most appropriate metric for evaluating a project's transportation impacts. This means that since the bill took effect, automobile delay measured by LOS and similar metrics no longer qualifies as a significant environmental effect under CEQA. However, LOS can still be used as a measure for local agency planning purposes.

In December 2018, the California Governor's Office of Planning and Research (OPR) and the State Natural Resources Agency submitted updated CEQA Guidelines to the Office of Administrative Law for final approval, in order to implement SB 743. The Office of Administrative Law approved these updated guidelines, making VMT the primary metric for analyzing transportation impacts. The finalized documents and related materials can be found at <https://resources.ca.gov/admin/Legal/CEQA-Supplemental-Documents>.

As of July 1, 2020, compliance with SB 743 and the use of SB 743-compliant CEQA analysis became mandatory for land use and transportation projects. These changes have been officially approved and are currently in effect.

At the time of writing this report, Inyo County has not adopted VMT thresholds. Therefore, VMT guidance from the State OPR will be used. The OPR's interpretation of CEQA Guidelines §15064.3 suggests that VMT analysis in the Transportation section of a CEQA document should be focused on automobiles and light duty truck trips. Therefore, vehicle trips mentioned in this section do not include trips that are from heavy duty trucks such as water-transporting and construction trucks. The following provides a VMT assessment using screening criteria recommended by OPR.

SCREENING CRITERIA

To be screened out of a detailed VMT analysis, a project or project component would need to satisfy at least one of the VMT screening criteria. A summary of OPR's screening criteria and determinations are listed below:

- **Small Project Size:** Projects generating fewer than 110 trips per day may be considered to have a less-than-significant VMT impact.
- **Projects Within Transit Priority Areas:** Projects, including residential, retail, and office projects, as well as mixed-use projects within a half mile of an existing major transit stop or along a high-quality transit corridor, are generally presumed to have a less-than-significant VMT impact. This presumption is not valid if project-specific or location-specific information indicates significant VMT levels. An existing major transit stop is defined as a site with a rail transit station, a ferry terminal served by bus or rail transit, or the intersection of multiple major bus routes with frequent service during peak commute periods.
- **Local-Serving Retail:** Projects categorized as local-serving retail of less than 50,000 square feet are presumed to have a less-than-significant VMT impact.
- **Redevelopment Projects Resulting in Net VMT Reduction:** Redevelopment projects that would decrease VMT, meaning the proposed land uses generates less VMT than the existing use, may be considered to have a less-than-significant VMT impact.
- **Affordable Housing:** The OPR's technical advisory provides special considerations for affordable housing. Projects that consist of 100 percent affordable housing in infill locations are presumed to have a less-than-significant VMT impact. Infill locations generally offer better access to transit and more opportunities for walking and cycling. The definition of infill locations is determined based on local conditions.

VMT SCREENING DETERMINATION

OPR's technical guidelines focus on long term VMT impacts from placement of land uses and transportation facilities and does not specify thresholds to evaluate impacts during Project construction. Vehicle trips used for construction purposes would be temporary, and any generated VMT would generally be minor and limited to construction equipment and personnel and would not result in long-term trip generation. Therefore, the VMT screening criteria apply for long-term operations.

Given that the Project will require a workforce of up to eight workers on site during commercial operations at various intervals throughout the year, the Project is anticipated to generate fewer than 110 daily one-way trips. Therefore, the Project screens out as a small project and is not anticipated to result in a significant VMT impact due to low long-term operational traffic. The determination details are shown in Table 5.

Table 5: Summary of VMT Screening Determination

Screening Criteria	Criterion Met?	Reasoning
Small Project Size	Yes	The proposed Project would operate primarily remotely and thus generate fewer than 110 daily one-way (non-truck) trips post-construction. Therefore, the Project would screen out of a detailed VMT analysis.
Projects within Transit Priority Area	No	The proposed Project is not located near high-quality transit and is not screened out under this criterion.
Local-Serving Retail	No	The proposed Project is not considered local-serving retail.
Redevelopment	No	The Project would likely generate more daily total VMT since the land is currently open area and is not screened out under this criterion.
Projects Resulting in Net VMT Reduction		
Affordable Housing	No	The Project is not part of a residential project and is not screened out under this criterion.

SOURCE: KITTELSON & ASSOCIATES, INC (2025)

CONCLUSION

The Bonanza Peak Energy Project is anticipated to result in less than significant transportation impacts during both construction and long-term operations. The 18-month construction phase will temporarily increase daily traffic volumes, primarily due to the commuting workforce and construction-related truck activity, but analysis shows that all study intersections will continue to operate at LOS A or B throughout this period. Post-construction, traffic volumes will drop sharply, with operations limited to occasional site visits by a small number of maintenance personnel.

Site access will be off an existing local dirt road, Zircon Street, upon which gravel will be placed. The area surrounding the project lacks public transit and pedestrian infrastructure, but given the vehicular nature of travel in the region and the project's remote location, no adverse impacts to non-motorized travel are expected.

Under CEQA guidelines, the project qualifies for VMT screening exemption as a small project with fewer than 110 daily trips during operation. Therefore, no further VMT analysis is required. Overall, the project is not expected to require transportation mitigation measures, and it aligns with applicable regulatory thresholds for intersection operations in both Inyo and Clark Counties.



Appendix A

Traffic Counts

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of Clark
N/S: Tecopa Road
E/W: SR-160
Weather: Clear

File Name : CCK_Tec_SR160_AM
Site Code : 24225169
Start Date : 2/26/2025
Page No : 1

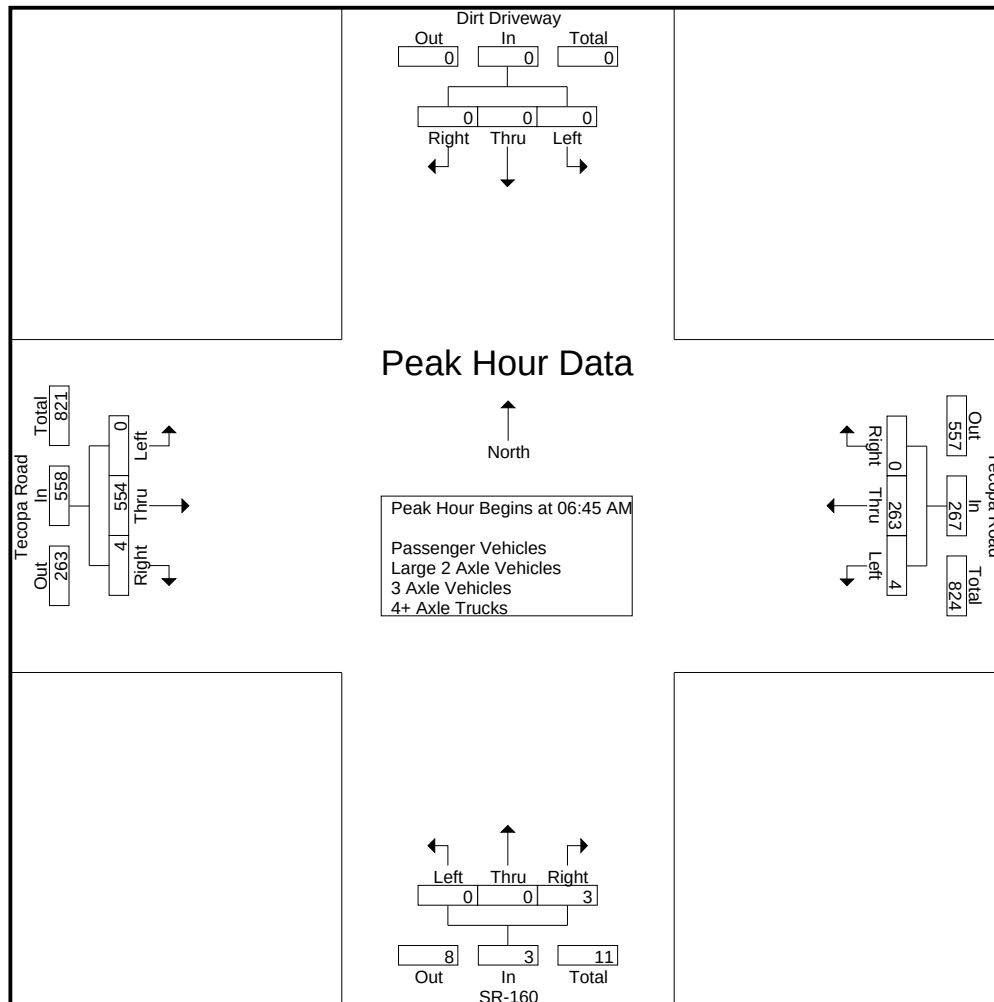
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Dirt Driveway Southbound				Tecopa Road Westbound				SR-160 Northbound				Tecopa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
05:00 AM	0	0	0	0	1	23	0	24	0	0	0	0	0	104	1	105	129
05:15 AM	0	0	0	0	1	15	0	16	0	0	0	0	0	106	1	107	123
05:30 AM	0	0	0	0	4	35	0	39	0	0	0	0	0	105	1	106	145
05:45 AM	0	0	0	0	0	33	0	33	0	0	0	0	0	126	2	128	161
Total	0	0	0	0	6	106	0	112	0	0	0	0	0	441	5	446	558
06:00 AM	0	0	0	0	2	35	0	37	0	0	0	0	0	125	1	126	163
06:15 AM	0	0	0	0	2	38	0	40	0	0	0	0	0	139	4	143	183
06:30 AM	0	0	0	0	1	47	0	48	0	0	2	2	0	129	3	132	182
06:45 AM	0	0	0	0	2	59	0	61	0	0	0	0	0	157	1	158	219
Total	0	0	0	0	7	179	0	186	0	0	2	2	0	550	9	559	747
07:00 AM	0	0	0	0	0	61	0	61	0	0	1	1	0	142	2	144	206
07:15 AM	0	0	0	0	0	65	0	65	0	0	1	1	0	136	0	136	202
07:30 AM	0	0	0	0	2	78	0	80	0	0	1	1	0	119	1	120	201
07:45 AM	0	0	0	0	0	99	0	99	0	0	2	2	0	115	2	117	218
Total	0	0	0	0	2	303	0	305	0	0	5	5	0	512	5	517	827
08:00 AM	0	0	0	0	1	79	0	80	1	0	0	1	0	114	1	115	196
08:15 AM	0	0	0	0	2	60	0	62	0	0	2	2	0	119	1	120	184
08:30 AM	0	0	0	0	1	69	0	70	0	0	4	4	0	109	1	110	184
08:45 AM	0	0	0	0	1	68	0	69	0	0	2	2	0	105	1	106	177
Total	0	0	0	0	5	276	0	281	1	0	8	9	0	447	4	451	741
09:00 AM	0	0	0	0	0	78	0	78	0	0	1	1	0	114	0	114	193
09:15 AM	0	0	0	0	2	64	0	66	2	0	1	3	0	120	0	120	189
09:30 AM	0	0	0	0	4	76	0	80	1	0	0	1	0	115	0	115	196
09:45 AM	0	0	0	0	2	87	0	89	0	0	0	0	0	101	4	105	194
Total	0	0	0	0	8	305	0	313	3	0	2	5	0	450	4	454	772
Grand Total	0	0	0	0	28	1169	0	1197	4	0	17	21	0	2400	27	2427	3645
Apprch %	0	0	0		2.3	97.7	0		19	0	81		0	98.9	1.1		
Total %	0	0	0	0	0.8	32.1	0	32.8	0.1	0	0.5	0.6	0	65.8	0.7	66.6	
Passenger Vehicles	0	0	0	0	26	1092	0	1118	4	0	16	20	0	2338	27	2365	3503
% Passenger Vehicles	0	0	0	0	92.9	93.4	0	93.4	100	0	94.1	95.2	0	97.4	100	97.4	96.1
Large 2 Axle Vehicles	0	0	0	0	1	44	0	45	0	0	0	0	0	22	0	22	67
% Large 2 Axle Vehicles	0	0	0	0	3.6	3.8	0	3.8	0	0	0	0	0	0.9	0	0.9	1.8
3 Axle Vehicles	0	0	0	0	0	9	0	9	0	0	0	0	0	11	0	11	20
% 3 Axle Vehicles	0	0	0	0	0	0.8	0	0.8	0	0	0	0	0	0.5	0	0.5	0.5
4+ Axle Trucks	0	0	0	0	1	24	0	25	0	0	1	1	0	29	0	29	55
% 4+ Axle Trucks	0	0	0	0	3.6	2.1	0	2.1	0	0	5.9	4.8	0	1.2	0	1.2	1.5

County of Clark
N/S: Tecopa Road
E/W: SR-160
Weather: Clear

File Name : CCK_Tec_SR160_AM
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	Dirt Driveway Southbound				Tecopa Road Westbound				SR-160 Northbound				Tecopa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	0	0	0	0	2	59	0	61	0	0	0	0	0	157	1	158	219
07:00 AM	0	0	0	0	0	61	0	61	0	0	1	1	0	142	2	144	206
07:15 AM	0	0	0	0	0	65	0	65	0	0	1	1	0	136	0	136	202
07:30 AM	0	0	0	0	2	78	0	80	0	0	1	1	0	119	1	120	201
Total Volume	0	0	0	0	4	263	0	267	0	0	3	3	0	554	4	558	828
% App. Total	0	0	0	0	1.5	98.5	0		0	0	100		0	99.3	0.7		
PHF	.000	.000	.000	.000	.500	.843	.000	.834	.000	.000	.750	.750	.000	.882	.500	.883	.945



County of Clark
N/S: Tecopa Road
E/W: SR-160
Weather: Clear

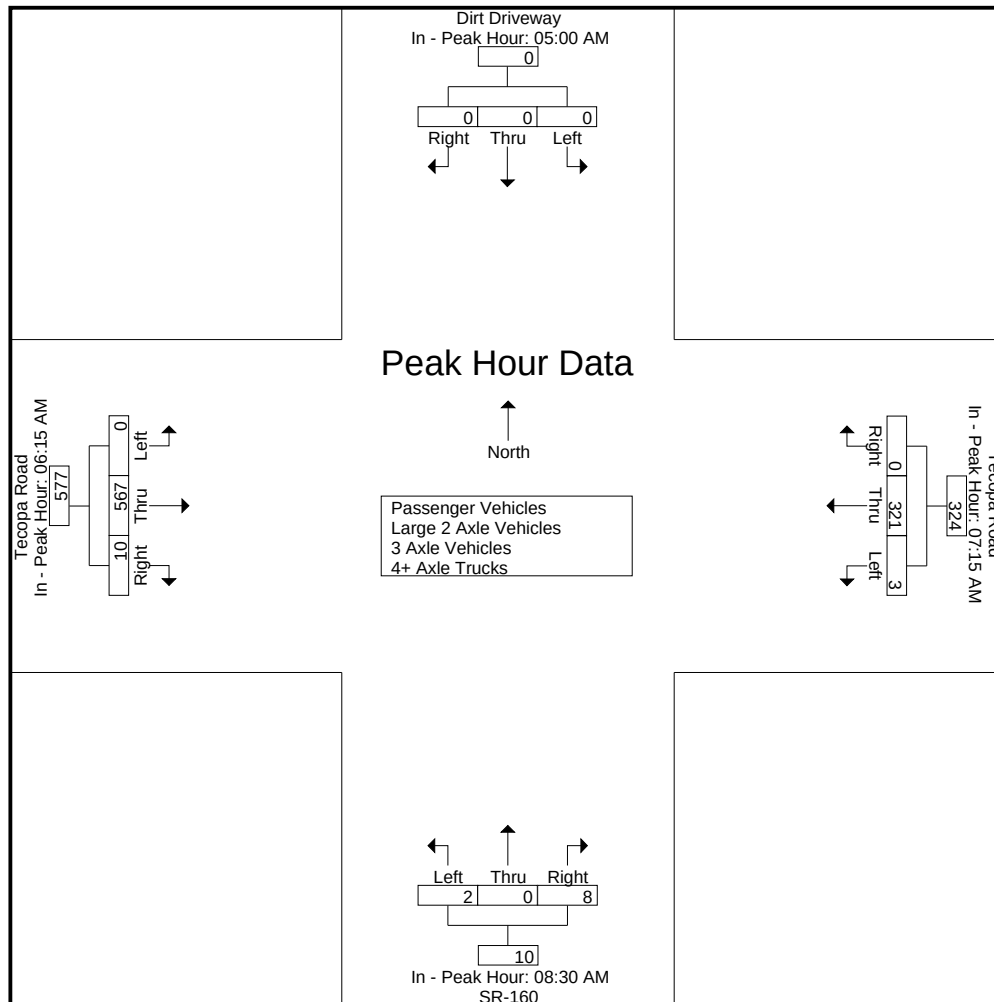
File Name : CCK_Tec_SR160_AM
Site Code : 24225169
Start Date : 2/26/2025
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	Dirt Driveway Southbound				Tecopa Road Westbound				SR-160 Northbound				Tecopa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 05:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 AM				07:15 AM				08:30 AM				06:15 AM			
+0 mins.	0	0	0	0	0	65	0	65	0	0	4	4	0	139	4	143
+15 mins.	0	0	0	0	2	78	0	80	0	0	2	2	0	129	3	132
+30 mins.	0	0	0	0	0	99	0	99	0	0	1	1	0	157	1	158
+45 mins.	0	0	0	0	1	79	0	80	2	0	1	3	0	142	2	144
Total Volume	0	0	0	0	3	321	0	324	2	0	8	10	0	567	10	577
% App. Total	0	0	0		0.9	99.1	0		20	0	80		0	98.3	1.7	
PHF	.000	.000	.000	.000	.375	.811	.000	.818	.250	.000	.500	.625	.000	.903	.625	.913



County of Clark
N/S: Tecopa Road
E/W: SR-160
Weather: Clear

File Name : CCK_Tec_SR160_AM
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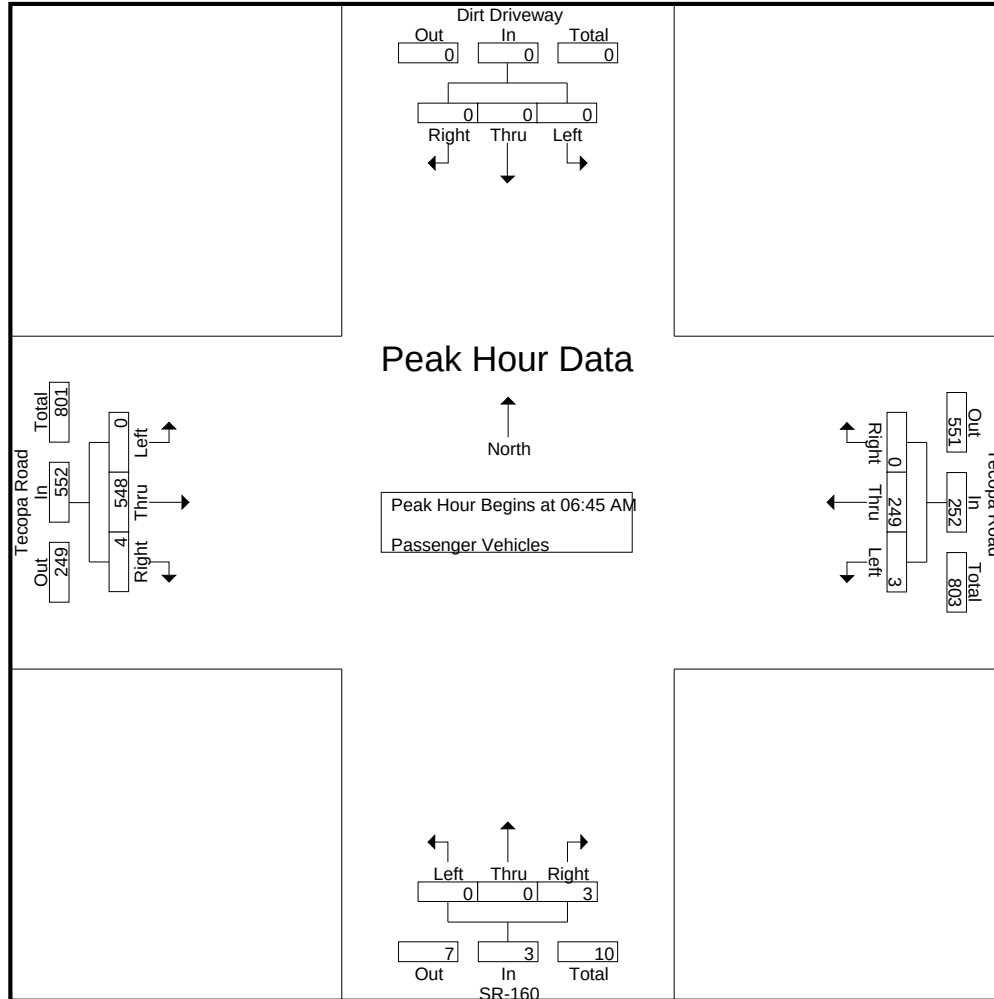
Groups Printed- Passenger Vehicles

	Dirt Driveway Southbound				Tecopa Road Westbound				SR-160 Northbound				Tecopa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
05:00 AM	0	0	0	0	1	22	0	23	0	0	0	0	0	104	1	105	128
05:15 AM	0	0	0	0	1	13	0	14	0	0	0	0	0	103	1	104	118
05:30 AM	0	0	0	0	4	31	0	35	0	0	0	0	0	104	1	105	140
05:45 AM	0	0	0	0	0	31	0	31	0	0	0	0	0	125	2	127	158
Total	0	0	0	0	6	97	0	103	0	0	0	0	0	436	5	441	544
06:00 AM	0	0	0	0	2	34	0	36	0	0	0	0	0	120	1	121	157
06:15 AM	0	0	0	0	2	37	0	39	0	0	0	0	0	137	4	141	180
06:30 AM	0	0	0	0	1	44	0	45	0	0	2	2	0	126	3	129	176
06:45 AM	0	0	0	0	2	53	0	55	0	0	0	0	0	155	1	156	211
Total	0	0	0	0	7	168	0	175	0	0	2	2	0	538	9	547	724
07:00 AM	0	0	0	0	0	59	0	59	0	0	1	1	0	140	2	142	202
07:15 AM	0	0	0	0	0	63	0	63	0	0	1	1	0	134	0	134	198
07:30 AM	0	0	0	0	1	74	0	75	0	0	1	1	0	119	1	120	196
07:45 AM	0	0	0	0	0	94	0	94	0	0	2	2	0	112	2	114	210
Total	0	0	0	0	1	290	0	291	0	0	5	5	0	505	5	510	806
08:00 AM	0	0	0	0	1	75	0	76	1	0	0	1	0	112	1	113	190
08:15 AM	0	0	0	0	2	53	0	55	0	0	2	2	0	116	1	117	174
08:30 AM	0	0	0	0	1	66	0	67	0	0	3	3	0	102	1	103	173
08:45 AM	0	0	0	0	1	62	0	63	0	0	2	2	0	98	1	99	164
Total	0	0	0	0	5	256	0	261	1	0	7	8	0	428	4	432	701
09:00 AM	0	0	0	0	0	71	0	71	0	0	1	1	0	110	0	110	182
09:15 AM	0	0	0	0	2	59	0	61	2	0	1	3	0	116	0	116	180
09:30 AM	0	0	0	0	4	72	0	76	1	0	0	1	0	107	0	107	184
09:45 AM	0	0	0	0	1	79	0	80	0	0	0	0	0	98	4	102	182
Total	0	0	0	0	7	281	0	288	3	0	2	5	0	431	4	435	728
Grand Total	0	0	0	0	26	1092	0	1118	4	0	16	20	0	2338	27	2365	3503
Apprch %	0	0	0		2.3	97.7	0		20	0	80		0	98.9	1.1		
Total %	0	0	0	0	0.7	31.2	0	31.9	0.1	0	0.5	0.6	0	66.7	0.8	67.5	

	Dirt Driveway Southbound				Tecopa Road Westbound				SR-160 Northbound				Tecopa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	0	0	0	0	2	53	0	55	0	0	0	0	0	155	1	156	211
07:00 AM	0	0	0	0	0	59	0	59	0	0	1	1	0	140	2	142	202
07:15 AM	0	0	0	0	0	63	0	63	0	0	1	1	0	134	0	134	198
07:30 AM	0	0	0	0	1	74	0	75	0	0	1	1	0	119	1	120	196
Total Volume	0	0	0	0	3	249	0	252	0	0	3	3	0	548	4	552	807
% App. Total	0	0	0		1.2	98.8	0		0	0	100		0	99.3	0.7		
PHF	.000	.000	.000	.000	.375	.841	.000	.840	.000	.000	.750	.750	.000	.884	.500	.885	.956

County of Clark
N/S: Tecopa Road
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Weather: Clear

File Name : CCK_Tec_SR160_AM
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Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:45 AM				06:45 AM				06:45 AM				06:45 AM			
+0 mins.	0	0	0	0	2	53	0	55	0	0	0	0	0	155	1	156
+15 mins.	0	0	0	0	0	59	0	59	0	0	1	1	0	140	2	142
+30 mins.	0	0	0	0	0	63	0	63	0	0	1	1	0	134	0	134
+45 mins.	0	0	0	0	1	74	0	75	0	0	1	1	0	119	1	120
Total Volume	0	0	0	0	3	249	0	252	0	0	3	3	0	548	4	552
% App. Total	0	0	0	0	1.2	98.8	0		0	0	100		0	99.3	0.7	
PHF	.000	.000	.000	.000	.375	.841	.000	.840	.000	.000	.750	.750	.000	.884	.500	.885

County of Clark
N/S: Tecopa Road
E/W: SR-160
Weather: Clear

File Name : CCK_Tec_SR160_AM
Site Code : 24225169
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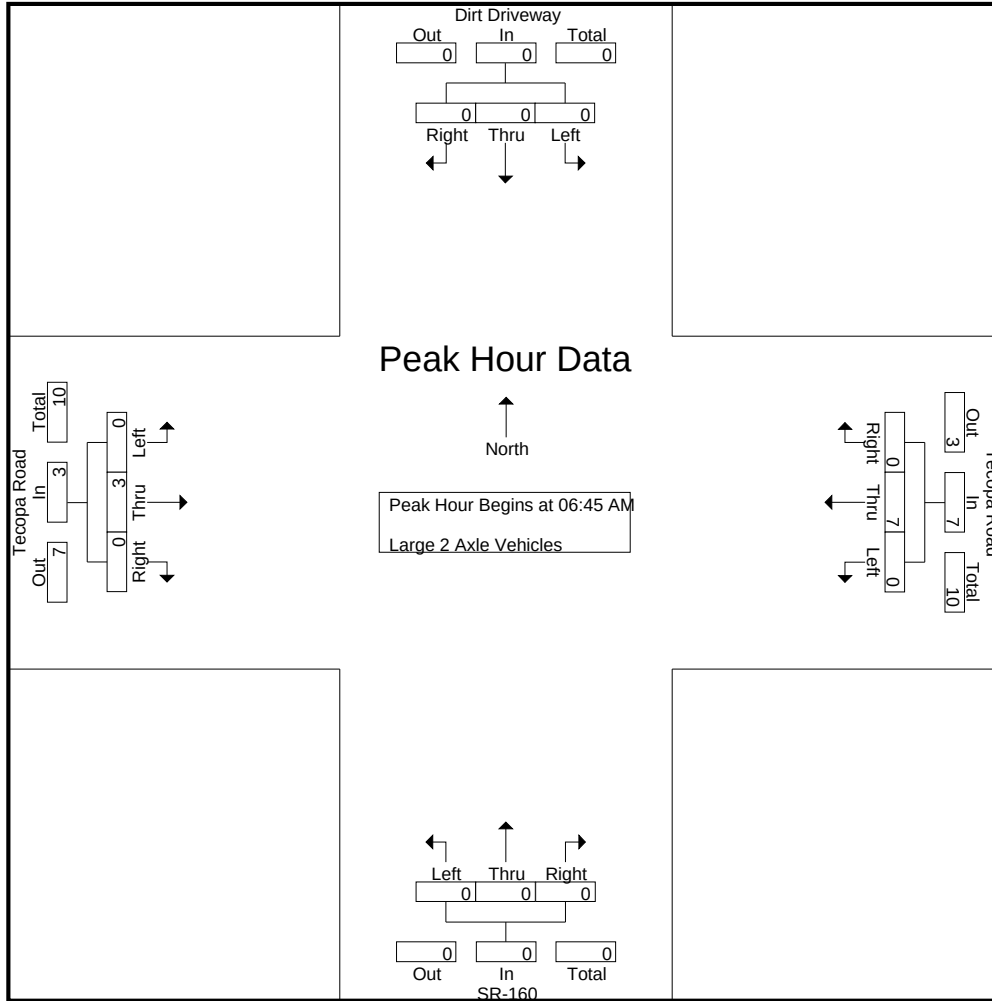
Groups Printed- Large 2 Axle Vehicles

	Dirt Driveway Southbound				Tecopa Road Westbound				SR-160 Northbound				Tecopa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
05:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
05:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
05:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3	11
06:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
06:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
06:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
06:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	7	0	7	0	0	0	0	0	1	0	1	8
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
08:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
Total	0	0	0	0	0	10	0	10	0	0	0	0	0	7	0	7	17
09:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
09:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
09:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
09:45 AM	0	0	0	0	1	6	0	7	0	0	0	0	0	0	0	0	7
Total	0	0	0	0	1	13	0	14	0	0	0	0	0	6	0	6	20
Grand Total	0	0	0	0	1	44	0	45	0	0	0	0	0	22	0	22	67
Apprch %	0	0	0		2.2	97.8	0		0	0	0		0	100	0		
Total %	0	0	0	0	1.5	65.7	0	67.2	0	0	0	0	0	32.8	0	32.8	

	Dirt Driveway Southbound				Tecopa Road Westbound				SR-160 Northbound				Tecopa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.000	.375	.000	.375	.500

County of Clark
N/S: Tecopa Road
E/W: SR-160
Weather: Clear

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Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:45 AM				06:45 AM				06:45 AM				06:45 AM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.000	.375	.000	.375

County of Clark
N/S: Tecopa Road
E/W: SR-160
Weather: Clear

File Name : CCK_Tec_SR160_AM
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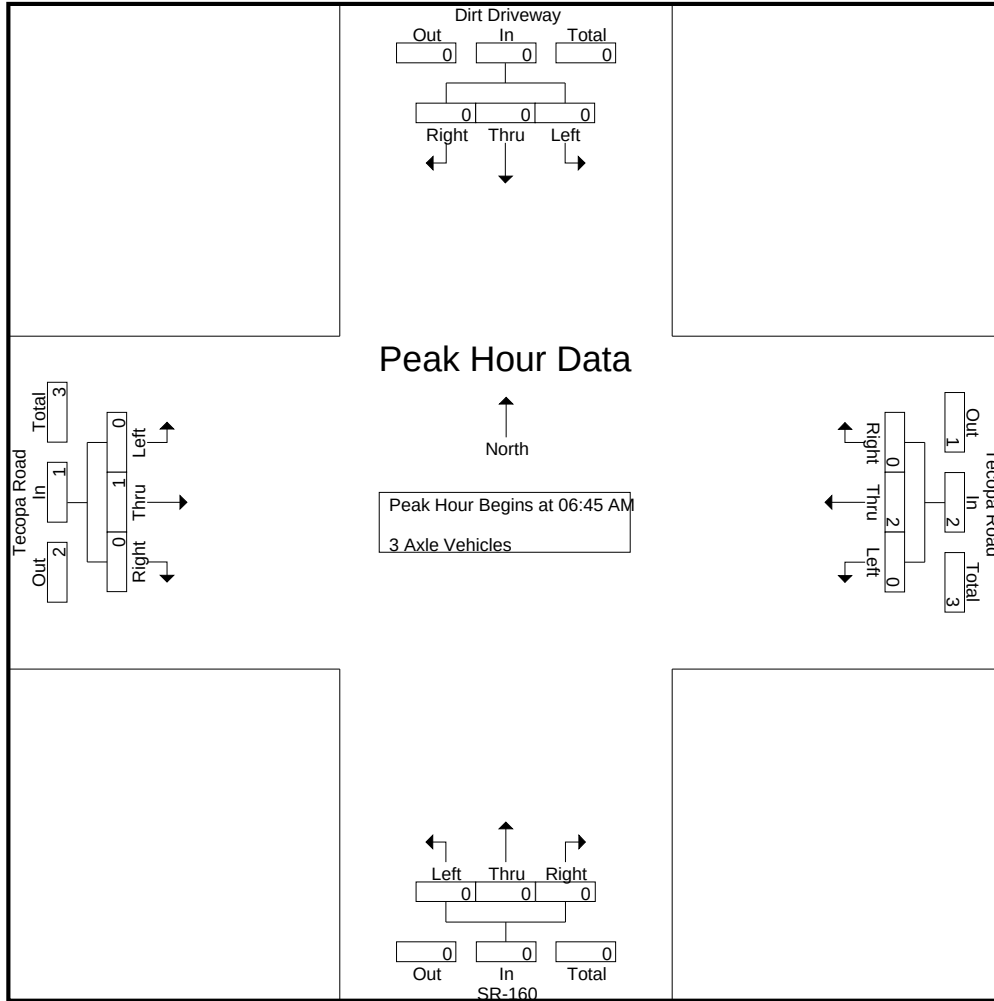
Groups Printed- 3 Axle Vehicles

	Dirt Driveway Southbound				Tecopa Road Westbound				SR-160 Northbound				Tecopa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
09:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
09:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
Grand Total	0	0	0	0	0	9	0	9	0	0	0	0	0	11	0	11	20
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	45	0	45	0	0	0	0	0	55	0	55	

	Dirt Driveway Southbound				Tecopa Road Westbound				SR-160 Northbound				Tecopa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.750

County of Clark
N/S: Tecopa Road
E/W: SR-160
Weather: Clear

File Name : CCK_Tec_SR160_AM
Site Code : 24225169
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Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:45 AM				06:45 AM				06:45 AM				06:45 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250

County of Clark
N/S: Tecopa Road
E/W: SR-160
Weather: Clear

File Name : CCK_Tec_SR160_AM
Site Code : 24225169
Start Date : 2/26/2025
Page No : 1

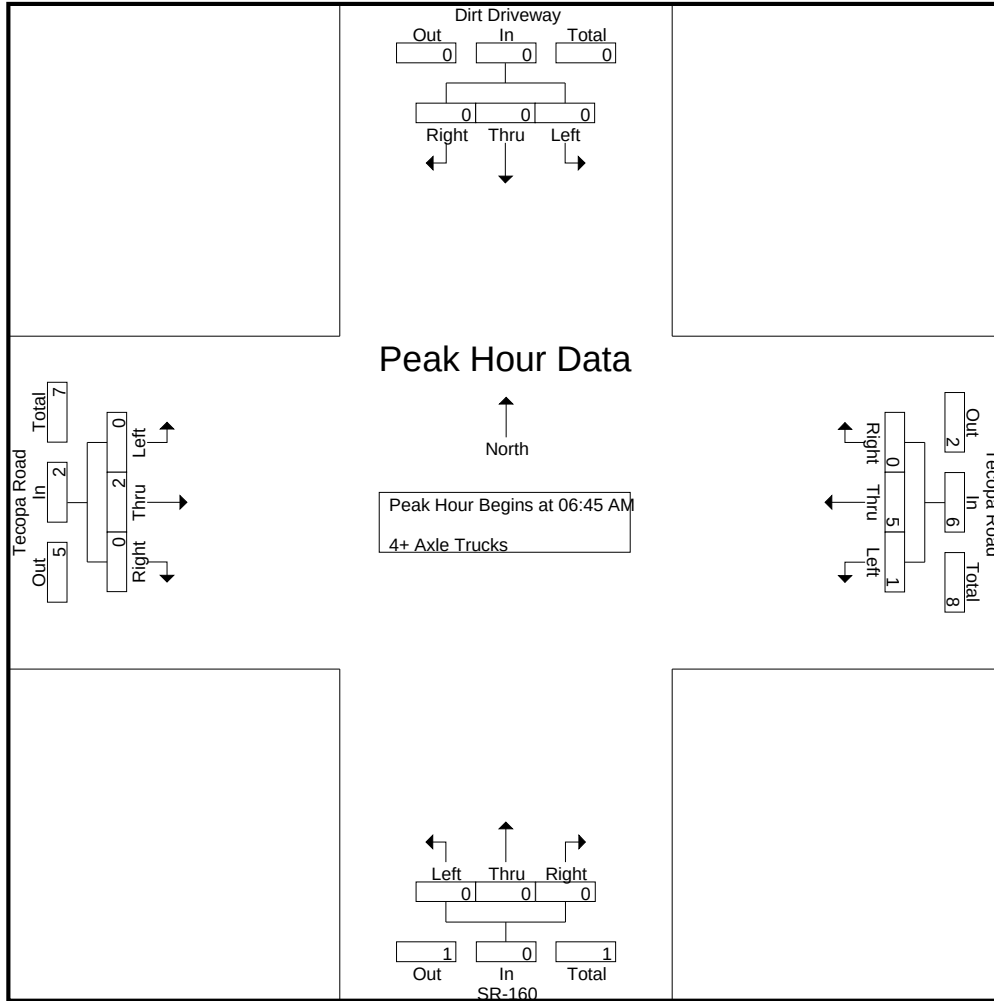
Groups Printed- 4+ Axle Trucks

	Dirt Driveway Southbound				Tecopa Road Westbound				SR-160 Northbound				Tecopa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
06:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
06:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7	11
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	1	4	0	5	0	0	0	0	0	3	0	3	8
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
08:30 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	6	0	6	9
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	0	0	0	8	0	8	0	0	1	1	0	10	0	10	19
09:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
09:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
09:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
09:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	0	0	0	0	7	0	7	0	0	0	0	0	8	0	8	15
Grand Total	0	0	0	0	1	24	0	25	0	0	1	1	0	29	0	29	55
Apprch %	0	0	0		4	96	0		0	0	100		0	100	0		
Total %	0	0	0	0	1.8	43.6	0	45.5	0	0	1.8	1.8	0	52.7	0	52.7	

	Dirt Driveway Southbound				Tecopa Road Westbound				SR-160 Northbound				Tecopa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	0	1	5	0	6	0	0	0	0	0	2	0	2	8
% App. Total	0	0	0		16.7	83.3	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.625	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.667

County of Clark
N/S: Tecopa Road
E/W: SR-160
Weather: Clear

File Name : CCK_Tec_SR160_AM
Site Code : 24225169
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Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:45 AM				06:45 AM				06:45 AM				06:45 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	5	0	6	0	0	0	0	0	2	0	2
% App. Total	0	0	0	0	16.7	83.3	0		0	0	0	0	0	100	0	
PHF	.000	.000	.000	.000	.250	.625	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of Clark
N/S: Tecopa Road
E/W: SR-160
Weather: Clear

File Name : CCK_Tec_SR160_PM
Site Code : 24225169
Start Date : 2/26/2025
Page No : 1

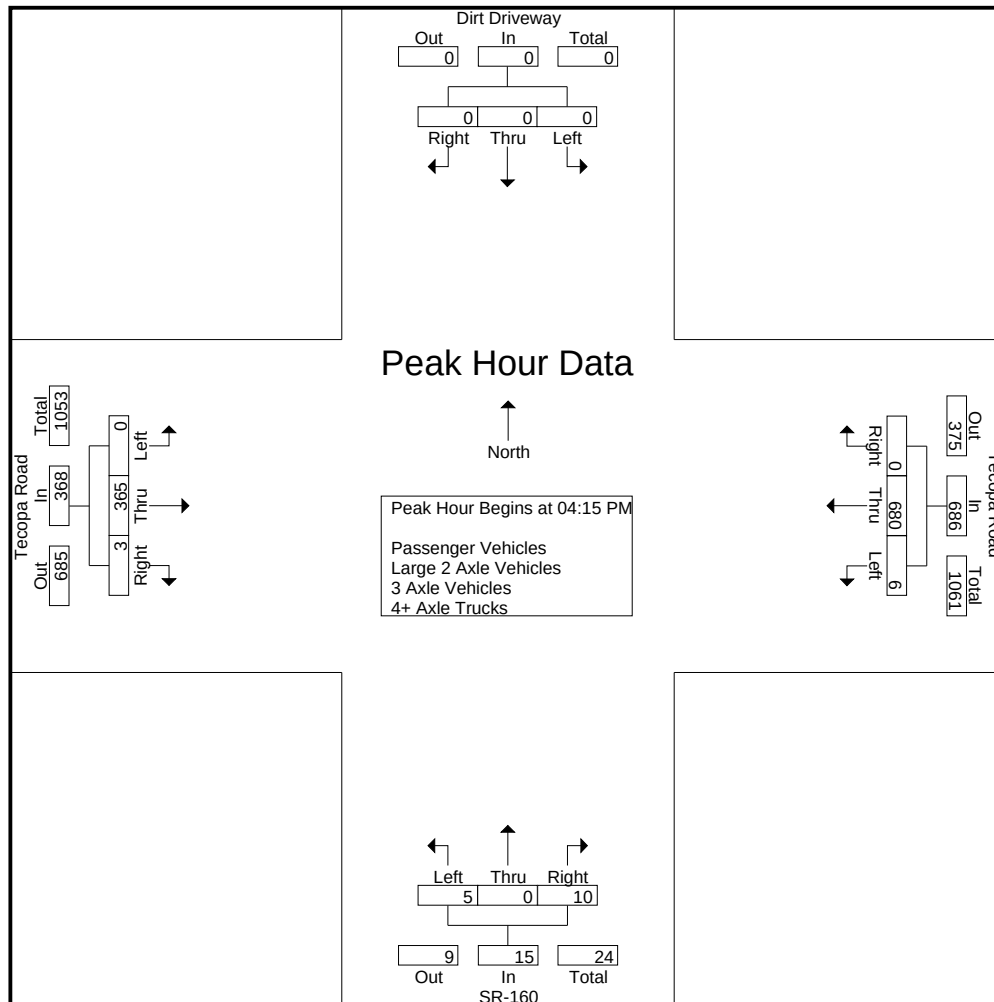
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Dirt Driveway Southbound				Tecopa Road Westbound				SR-160 Northbound				Tecopa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	2	143	0	145	1	0	3	4	0	92	1	93	242
03:15 PM	0	0	0	0	2	133	0	135	2	0	1	3	0	89	1	90	228
03:30 PM	0	0	0	0	2	142	0	144	1	0	0	1	0	94	1	95	240
03:45 PM	0	0	0	0	3	169	0	172	2	0	3	5	0	85	1	86	263
Total	0	0	0	0	9	587	0	596	6	0	7	13	0	360	4	364	973
04:00 PM	0	0	0	0	1	138	0	139	6	0	1	7	0	76	1	77	223
04:15 PM	0	0	0	0	2	172	0	174	4	0	1	5	0	91	0	91	270
04:30 PM	0	0	0	0	3	180	0	183	0	0	3	3	0	83	1	84	270
04:45 PM	0	0	0	0	1	170	0	171	1	0	2	3	0	101	1	102	276
Total	0	0	0	0	7	660	0	667	11	0	7	18	0	351	3	354	1039
05:00 PM	0	0	0	0	0	158	0	158	0	0	4	4	0	90	1	91	253
05:15 PM	0	0	0	0	0	125	0	125	1	0	2	3	1	76	0	77	205
05:30 PM	0	0	0	0	1	128	0	129	0	0	1	1	0	71	0	71	201
05:45 PM	0	0	0	0	0	142	0	142	0	0	2	2	0	76	1	77	221
Total	0	0	0	0	1	553	0	554	1	0	9	10	1	313	2	316	880
06:00 PM	0	0	0	0	0	136	0	136	1	0	2	3	0	60	0	60	199
06:15 PM	0	0	0	0	1	117	0	118	1	0	1	2	0	49	0	49	169
06:30 PM	0	0	0	0	0	94	0	94	0	0	0	0	0	38	0	38	132
06:45 PM	0	0	0	0	2	110	0	112	1	0	0	1	0	40	2	42	155
Total	0	0	0	0	3	457	0	460	3	0	3	6	0	187	2	189	655
07:00 PM	0	0	0	0	0	116	0	116	0	0	1	1	0	33	0	33	150
07:15 PM	0	0	0	0	0	112	0	112	1	0	2	3	0	35	1	36	151
07:30 PM	0	0	0	0	1	76	0	77	0	0	2	2	0	28	0	28	107
07:45 PM	0	0	0	0	0	58	0	58	0	0	0	0	0	27	1	28	86
Total	0	0	0	0	1	362	0	363	1	0	5	6	0	123	2	125	494
Grand Total	0	0	0	0	21	2619	0	2640	22	0	31	53	1	1334	13	1348	4041
Apprch %	0	0	0		0.8	99.2	0		41.5	0	58.5		0.1	99	1		
Total %	0	0	0	0	0.5	64.8	0	65.3	0.5	0	0.8	1.3	0	33	0.3	33.4	
Passenger Vehicles	0	0	0	0	21	2575	0	2596	22	0	30	52	1	1279	13	1293	3941
% Passenger Vehicles	0	0	0	0	100	98.3	0	98.3	100	0	96.8	98.1	100	95.9	100	95.9	97.5
Large 2 Axle Vehicles	0	0	0	0	0	20	0	20	0	0	1	1	0	40	0	40	61
% Large 2 Axle Vehicles	0	0	0	0	0	0.8	0	0.8	0	0	3.2	1.9	0	3	0	3	1.5
3 Axle Vehicles	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	9
% 3 Axle Vehicles	0	0	0	0	0	0.3	0	0.3	0	0	0	0	0	0.1	0	0.1	0.2
4+ Axle Trucks	0	0	0	0	0	17	0	17	0	0	0	0	0	13	0	13	30
% 4+ Axle Trucks	0	0	0	0	0	0.6	0	0.6	0	0	0	0	0	1	0	1	0.7

County of Clark
N/S: Tecopa Road
E/W: SR-160
Weather: Clear

File Name : CCK_Tec_SR160_PM
Site Code : 24225169
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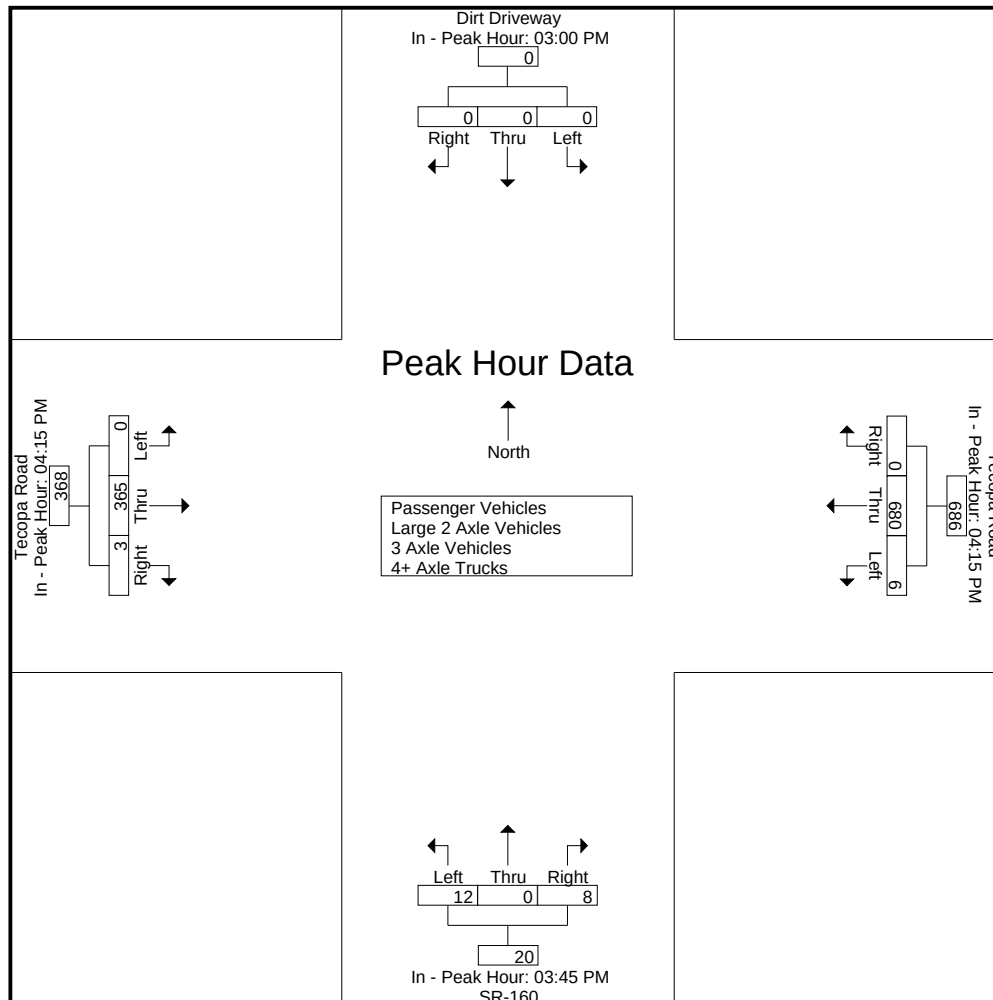
	Dirt Driveway Southbound				Tecopa Road Westbound				SR-160 Northbound				Tecopa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	2	172	0	174	4	0	1	5	0	91	0	91	270
04:30 PM	0	0	0	0	3	180	0	183	0	0	3	3	0	83	1	84	270
04:45 PM	0	0	0	0	1	170	0	171	1	0	2	3	0	101	1	102	276
05:00 PM	0	0	0	0	0	158	0	158	0	0	4	4	0	90	1	91	253
Total Volume	0	0	0	0	6	680	0	686	5	0	10	15	0	365	3	368	1069
% App. Total	0	0	0	0	0.9	99.1	0		33.3	0	66.7		0	99.2	0.8		
PHF	.000	.000	.000	.000	.500	.944	.000	.937	.313	.000	.625	.750	.000	.903	.750	.902	.968



County of Clark
N/S: Tecopa Road
E/W: SR-160
Weather: Clear

File Name : CCK_Tec_SR160_PM
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	Dirt Driveway Southbound				Tecopa Road Westbound				SR-160 Northbound				Tecopa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				04:15 PM				03:45 PM				04:15 PM				
+0 mins.	0	0	0	0	2	172	0	174	2	0	3	5	0	91	0	91	
+15 mins.	0	0	0	0	3	180	0	183	6	0	1	7	0	83	1	84	
+30 mins.	0	0	0	0	1	170	0	171	4	0	1	5	0	101	1	102	
+45 mins.	0	0	0	0	0	158	0	158	0	0	3	3	0	90	1	91	
Total Volume	0	0	0	0	6	680	0	686	12	0	8	20	0	365	3	368	
% App. Total	0	0	0		0.9	99.1	0		60	0	40		0	99.2	0.8		
PHF	.000	.000	.000	.000	.500	.944	.000	.937	.500	.000	.667	.714	.000	.903	.750	.902	



County of Clark
N/S: Tecopa Road
E/W: SR-160
Weather: Clear

File Name : CCK_Tec_SR160_PM
Site Code : 24225169
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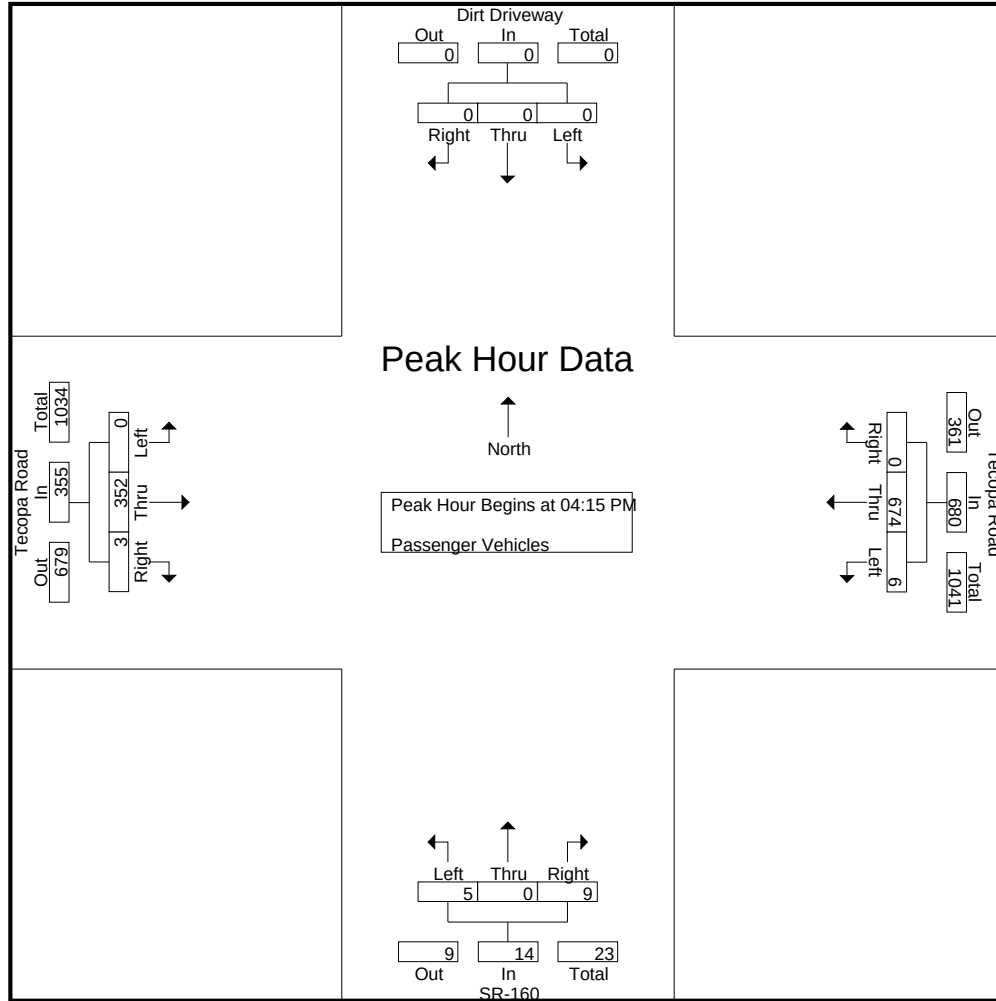
Groups Printed- Passenger Vehicles

	Dirt Driveway Southbound				Tecopa Road Westbound				SR-160 Northbound				Tecopa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	2	136	0	138	1	0	3	4	0	86	1	87	229
03:15 PM	0	0	0	0	2	131	0	133	2	0	1	3	0	86	1	87	223
03:30 PM	0	0	0	0	2	139	0	141	1	0	0	1	0	92	1	93	235
03:45 PM	0	0	0	0	3	164	0	167	2	0	3	5	0	80	1	81	253
Total	0	0	0	0	9	570	0	579	6	0	7	13	0	344	4	348	940
04:00 PM	0	0	0	0	1	138	0	139	6	0	1	7	0	75	1	76	222
04:15 PM	0	0	0	0	2	171	0	173	4	0	1	5	0	88	0	88	266
04:30 PM	0	0	0	0	3	179	0	182	0	0	3	3	0	82	1	83	268
04:45 PM	0	0	0	0	1	168	0	169	1	0	2	3	0	96	1	97	269
Total	0	0	0	0	7	656	0	663	11	0	7	18	0	341	3	344	1025
05:00 PM	0	0	0	0	0	156	0	156	0	0	3	3	0	86	1	87	246
05:15 PM	0	0	0	0	0	121	0	121	1	0	2	3	1	74	0	75	199
05:30 PM	0	0	0	0	1	127	0	128	0	0	1	1	0	71	0	71	200
05:45 PM	0	0	0	0	0	141	0	141	0	0	2	2	0	67	1	68	211
Total	0	0	0	0	1	545	0	546	1	0	8	9	1	298	2	301	856
06:00 PM	0	0	0	0	0	134	0	134	1	0	2	3	0	57	0	57	194
06:15 PM	0	0	0	0	1	116	0	117	1	0	1	2	0	47	0	47	166
06:30 PM	0	0	0	0	0	92	0	92	0	0	0	0	0	35	0	35	127
06:45 PM	0	0	0	0	2	108	0	110	1	0	0	1	0	36	2	38	149
Total	0	0	0	0	3	450	0	453	3	0	3	6	0	175	2	177	636
07:00 PM	0	0	0	0	0	114	0	114	0	0	1	1	0	32	0	32	147
07:15 PM	0	0	0	0	0	109	0	109	1	0	2	3	0	34	1	35	147
07:30 PM	0	0	0	0	1	74	0	75	0	0	2	2	0	28	0	28	105
07:45 PM	0	0	0	0	0	57	0	57	0	0	0	0	0	27	1	28	85
Total	0	0	0	0	1	354	0	355	1	0	5	6	0	121	2	123	484
Grand Total	0	0	0	0	21	2575	0	2596	22	0	30	52	1	1279	13	1293	3941
Apprch %	0	0	0		0.8	99.2	0		42.3	0	57.7		0.1	98.9	1		
Total %	0	0	0	0	0.5	65.3	0	65.9	0.6	0	0.8	1.3	0	32.5	0.3	32.8	

	Dirt Driveway Southbound				Tecopa Road Westbound				SR-160 Northbound				Tecopa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	2	171	0	173	4	0	1	5	0	88	0	88	266
04:30 PM	0	0	0	0	3	179	0	182	0	0	3	3	0	82	1	83	268
04:45 PM	0	0	0	0	1	168	0	169	1	0	2	3	0	96	1	97	269
05:00 PM	0	0	0	0	0	156	0	156	0	0	3	3	0	86	1	87	246
Total Volume	0	0	0	0	6	674	0	680	5	0	9	14	0	352	3	355	1049
% App. Total	0	0	0		0.9	99.1	0		35.7	0	64.3		0	99.2	0.8		
PHF	.000	.000	.000	.000	.500	.941	.000	.934	.313	.000	.750	.700	.000	.917	.750	.915	.975

County of Clark
N/S: Tecopa Road
E/W: SR-160
Weather: Clear

File Name : CCK_Tec_SR160_PM
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	2	171	0	173	4	0	1	5	0	88	0	88
+15 mins.	0	0	0	0	3	179	0	182	0	0	3	3	0	82	1	83
+30 mins.	0	0	0	0	1	168	0	169	1	0	2	3	0	96	1	97
+45 mins.	0	0	0	0	0	156	0	156	0	0	3	3	0	86	1	87
Total Volume	0	0	0	0	6	674	0	680	5	0	9	14	0	352	3	355
% App. Total	0	0	0	0	0.9	99.1	0		35.7	0	64.3		0	99.2	0.8	
PHF	.000	.000	.000	.000	.500	.941	.000	.934	.313	.000	.750	.700	.000	.917	.750	.915

County of Clark
N/S: Tecopa Road
E/W: SR-160
Weather: Clear

File Name : CCK_Tec_SR160_PM
Site Code : 24225169
Start Date : 2/26/2025
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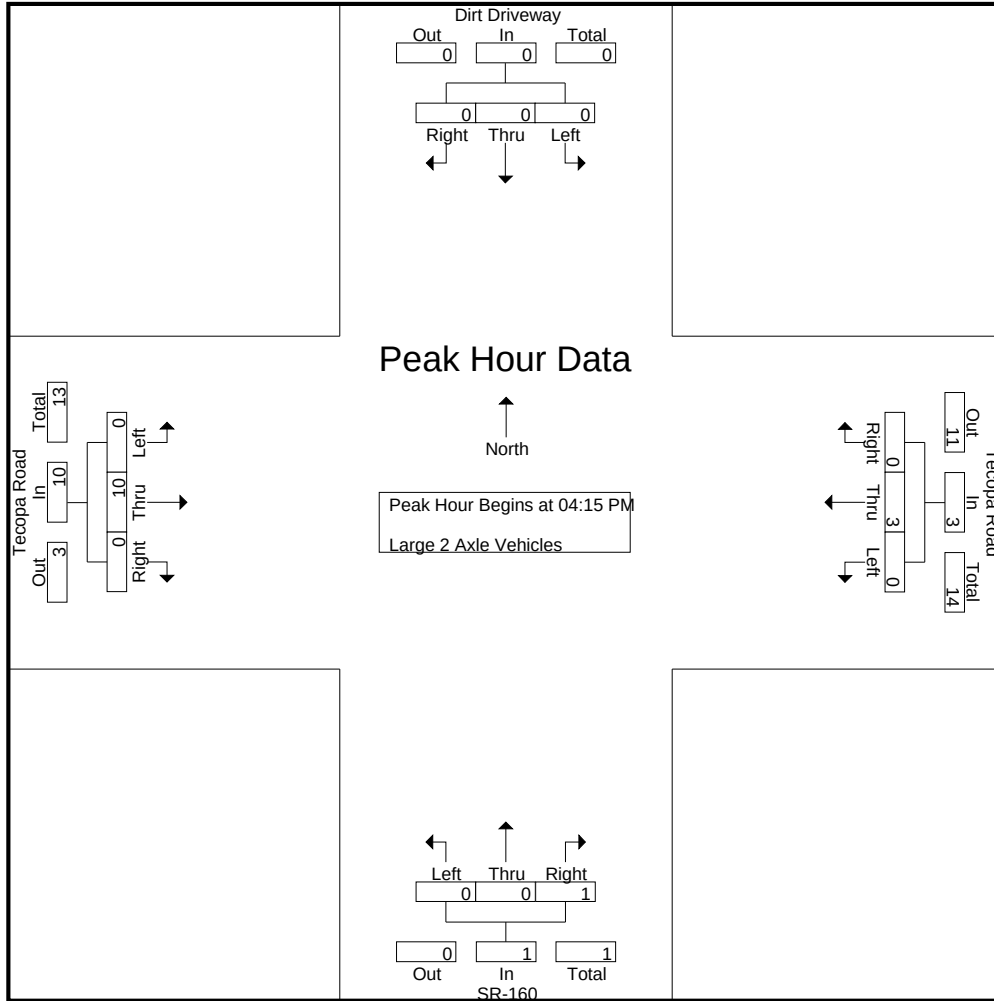
Groups Printed- Large 2 Axle Vehicles

	Dirt Driveway Southbound				Tecopa Road Westbound				SR-160 Northbound				Tecopa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
03:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
03:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
Total	0	0	0	0	0	5	0	5	0	0	0	0	0	12	0	12	17
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7	9
05:00 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	3	0	3	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
Total	0	0	0	0	0	2	0	2	0	0	1	1	0	10	0	10	13
06:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
06:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
06:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
06:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
Total	0	0	0	0	0	7	0	7	0	0	0	0	0	10	0	10	17
07:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
Grand Total	0	0	0	0	0	20	0	20	0	0	1	1	0	40	0	40	61
Apprch %	0	0	0		0	100	0		0	0	100		0	100	0		
Total %	0	0	0	0	0	32.8	0	32.8	0	0	1.6	1.6	0	65.6	0	65.6	

	Dirt Driveway Southbound				Tecopa Road Westbound				SR-160 Northbound				Tecopa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
05:00 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	3	0	3	5
Total Volume	0	0	0	0	0	3	0	3	0	0	1	1	0	10	0	10	14
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.250	.250	.000	.625	.000	.625	.700

County of Clark
N/S: Tecopa Road
E/W: SR-160
Weather: Clear

File Name : CCK_Tec_SR160_PM
Site Code : 24225169
Start Date : 2/26/2025
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	1	0	1	0	0	1	1	0	3	0	3
Total Volume	0	0	0	0	0	3	0	3	0	0	1	1	0	10	0	10
% App. Total	0	0	0	0	0	100	0	100	0	0	100	100	0	100	0	100
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.250	.250	.000	.625	.000	.625

File Name : CCK_Tec_SR160_PM
Site Code : 24225169
Start Date : 2/26/2025
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County of Clark
N/S: Tecopa Road
E/W: SR-160
Weather: Clear

File Name : CCK_Tec_SR160_PM
Site Code : 24225169
Start Date : 2/26/2025
Page No : 1

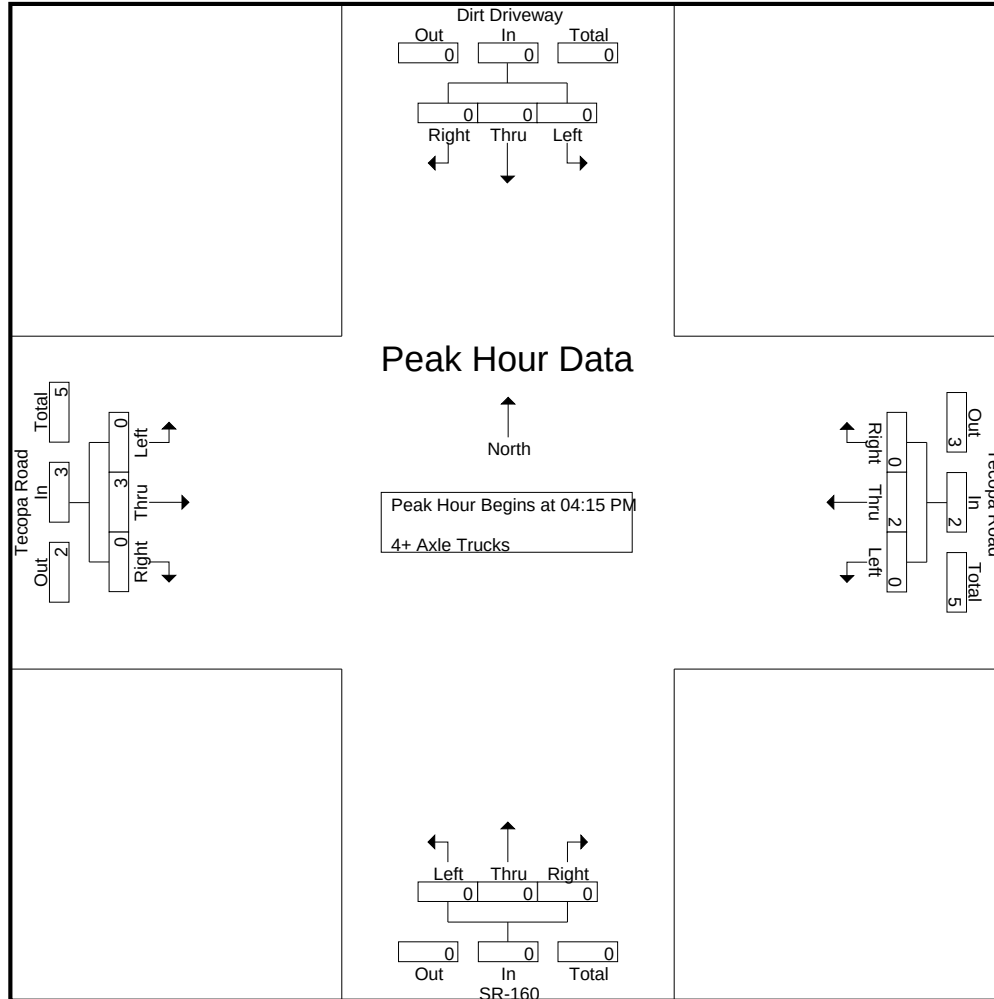
Groups Printed- 4+ Axle Trucks

	Dirt Driveway Southbound				Tecopa Road Westbound				SR-160 Northbound				Tecopa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
03:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Total	0	0	0	0	0	9	0	9	0	0	0	0	0	3	0	3	12
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
Grand Total	0	0	0	0	0	17	0	17	0	0	0	0	0	13	0	13	30
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	56.7	0	56.7	0	0	0	0	0	43.3	0	43.3	

	Dirt Driveway Southbound				Tecopa Road Westbound				SR-160 Northbound				Tecopa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.625

County of Clark
N/S: Tecopa Road
E/W: SR-160
Weather: Clear

File Name : CCK_Tec_SR160_PM
Site Code : 24225169
Start Date : 2/26/2025
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750

Location: County of Clark
 N/S: Tecopa Road
 E/W: SR-160



Date: 2/26/2025
 Day: Wednesday

PEDESTRIANS

		North Leg Dirt Driveway	East Leg SR-160	South Leg Tecopa Road	West Leg SR-160	
		Pedestrians	Pedestrians	Pedestrians	Pedestrians	
	5:00 AM	0	0	0	0	0
	5:15 AM	0	0	0	0	0
	5:30 AM	0	0	0	0	0
	5:45 AM	0	0	0	0	0
	6:00 AM	0	0	0	0	0
	6:15 AM	0	0	0	0	0
	6:30 AM	0	0	0	0	0
	6:45 AM	0	0	0	0	0
	7:00 AM	0	0	0	0	0
	7:15 AM	0	0	0	0	0
	7:30 AM	0	0	0	0	0
	7:45 AM	0	0	0	0	0
	8:00 AM	0	0	0	0	0
	8:15 AM	0	0	0	0	0
	8:30 AM	0	0	0	0	0
	8:45 AM	0	0	0	0	0
	9:00 AM	0	0	0	0	0
	9:15 AM	0	0	0	0	0
	9:30 AM	0	0	0	0	0
	9:45 AM	0	0	0	0	0
TOTAL VOLUMES:		0	0	0	0	0

		North Leg Dirt Driveway	East Leg SR-160	South Leg Tecopa Road	West Leg SR-160	
		Pedestrians	Pedestrians	Pedestrians	Pedestrians	
	3:00 PM	0	0	0	0	0
	3:15 PM	0	0	0	0	0
	3:30 PM	0	0	0	0	0
	3:45 PM	0	0	0	0	0
	4:00 PM	0	0	0	0	0
	4:15 PM	0	0	0	0	0
	4:30 PM	0	0	0	0	0
	4:45 PM	0	0	0	0	0
	5:00 PM	0	0	0	0	0
	5:15 PM	0	0	0	0	0
	5:30 PM	0	0	0	0	0
	5:45 PM	0	0	0	0	0
	6:00 PM	0	0	0	0	0
	6:15 PM	0	0	0	0	0
	6:30 PM	0	0	0	0	0
	6:45 PM	0	0	0	0	0
	7:00 PM	0	0	0	0	0
	7:15 PM	0	0	0	0	0
	7:30 PM	0	0	0	0	0
	7:45 PM	0	0	0	0	0
TOTAL VOLUMES:		0	0	0	0	0

Location: County of Clark
N/S: Tecopa Road
E/W: SR-160



Date: 2/26/2025
Day: Wednesday

BICYCLES

	Southbound Dirt Driveway			Westbound SR-160			Northbound Tecopa Road			Eastbound SR-160			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

	Southbound Dirt Driveway			Westbound SR-160			Northbound Tecopa Road			Eastbound SR-160			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]



Appendix B

Vistro Reports

Vistro File: H:\...\31011_BonanzaSolar_Vistro.vistro

Scenario 1 Existing AM

Report File: H:\...\1 Existing AM.pdf

11/5/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Tecopa Road & NV-160	Two-way yield	HCM 7th Edition	NB Right	0.004	5.2	A
2	Mcr928200 & Old Spanish Trail Highway	Two-way stop	HCM 7th Edition	WB Thru	0.000	0.0	A
3	Project Access & Old Spanish Trail Highway	Two-way yield	HCM 7th Edition	WB Thru	0.000	0.0	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Tecopa Road & NV-160

Control Type: Two-way yield
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 5.2
Level Of Service: A
Volume to Capacity (v/c): 0.004

Intersection Setup

Name	Tecopa Road		NV-160		NV-160	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	545.00	580.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	1165.00
Speed [mph]	55.00		70.00		70.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Tecopa Road		NV-160		NV-160	
Base Volume Input [veh/h]	0	3	562	4	5	282
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	562	4	5	282
Peak Hour Factor	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	149	1	1	75
Total Analysis Volume [veh/h]	0	3	595	4	5	298
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings						
Priority Scheme	Yield		Free		Free	
Flared Lane	Yes					
Storage Area [veh]	1		0		0	
Two-Stage Gap Acceptance	Yes					
Number of Storage Spaces in Median	1		0		0	
Movement, Approach, & Intersection Results						
V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	8.33	5.15	0.00	0.00	3.69	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.02	0.00
95th-Percentile Queue Length [ft/ln]	0.32	0.32	0.00	0.00	0.38	0.00
d_A, Approach Delay [s/veh]	5.15		0.00		0.06	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.04					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: Mcr928200 & Old Spanish Trail Highway

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	0	0	0	0	3	0	0	9	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	3	0	0	9	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	1	0	0	2	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	3	0	0	9	0
Pedestrian Volume [ped/h]	0			0			0			0		

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

[illegible]

Intersection Level Of Service Report**Intersection 3: Project Access & Old Spanish Trail Highway**

Control Type:	Two-way yield	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	0	0	0	0	3	0	0	9	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	3	0	0	9	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	1	0	0	2	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	3	0	0	9	0
Pedestrian Volume [ped/h]	0			0			0			0		

Priority Scheme	Yield	Yield	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

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Scenario 2 Existing PM

Report File: H:\...\2 Existing PM.pdf

11/5/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Tecopa Road & NV-160	Two-way yield	HCM 7th Edition	NB Left	0.011	8.0	A
2	Mcr928200 & Old Spanish Trail Highway	Two-way stop	HCM 7th Edition	EB Thru	0.000	0.0	A
3	Project Access & Old Spanish Trail Highway	Two-way yield	HCM 7th Edition	EB Thru	0.000	0.0	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Tecopa Road & NV-160

Control Type: Two-way yield
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 8.0
Level Of Service: A
Volume to Capacity (v/c): 0.011

Intersection Setup

Name	Tecopa Road		NV-160		NV-160	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	545.00	580.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	1165.00
Speed [mph]	55.00		70.00		70.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Tecopa Road		NV-160		NV-160	
Base Volume Input [veh/h]	5	12	386	3	6	690
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	12	386	3	6	690
Peak Hour Factor	0.9680	0.9680	0.9680	0.9680	0.9680	0.9680
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	3	100	1	2	178
Total Analysis Volume [veh/h]	5	12	399	3	6	713
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings			
Priority Scheme	Yield	Free	Free
Flared Lane	Yes		
Storage Area [veh]	1	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results						
V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	8.03	4.58	0.00	0.00	3.12	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.00	0.00	0.02	0.00
95th-Percentile Queue Length [ft/ln]	1.40	1.40	0.00	0.00	0.39	0.00
d_A, Approach Delay [s/veh]	5.60		0.00		0.03	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.10					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: Mcr928200 & Old Spanish Trail Highway

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	0	0	0	0	17	0	0	9	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	17	0	0	9	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	4	0	0	2	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	17	0	0	9	0
Pedestrian Volume [ped/h]	0			0			0			0		

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

[illegible]

Intersection Level Of Service Report

Intersection 3: Project Access & Old Spanish Trail Highway

Control Type:	Two-way yield	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	0	0	0	0	17	0	0	9	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	17	0	0	9	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	4	0	0	2	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	17	0	0	9	0
Pedestrian Volume [ped/h]	0			0			0			0		

Priority Scheme	Yield	Yield	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

[illegible]

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Scenario 3 Existing + Project AM

Report File: H:\...\3 Existing + Project AM.pdf

3/16/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Tecopa Road & NV-160	Two-way yield	HCM 7th Edition	WB Left	0.465	10.1	B
2	Mcr928200 & Old Spanish Trail Highway	Two-way stop	HCM 7th Edition	WB Thru	0.005	0.0	A
3	Project Access & Old Spanish Trail Highway	Two-way yield	HCM 7th Edition	WB Right	0.005	0.0	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Tecopa Road & NV-160

Control Type: Two-way yield
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.1
 Level Of Service: B
 Volume to Capacity (v/c): 0.465

Intersection Setup

Name	Tecopa Road		NV-160		NV-160	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	545.00	580.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	1165.00
Speed [mph]	55.00		70.00		70.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Tecopa Road		NV-160		NV-160	
Base Volume Input [veh/h]	0	3	562	163	376	282
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	562	163	376	282
Peak Hour Factor	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	149	43	99	75
Total Analysis Volume [veh/h]	0	3	595	172	398	298
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings						
Priority Scheme	Yield		Free		Free	
Flared Lane	Yes					
Storage Area [veh]	1		0		0	
Two-Stage Gap Acceptance	Yes					
Number of Storage Spaces in Median	1		0		0	
Movement, Approach, & Intersection Results						
V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.47	0.00
d_M, Delay for Movement [s/veh]	25.23	5.15	0.00	0.00	10.14	0.00
Movement LOS	D	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	2.50	0.00
95th-Percentile Queue Length [ft/ln]	0.32	0.32	0.00	0.00	62.49	0.00
d_A, Approach Delay [s/veh]	5.15		0.00		5.80	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.76					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 2: Mcr928200 & Old Spanish Trail Highway

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	0	0	0	0	3	0	0	539	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	3	0	0	539	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	1	0	0	135	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	3	0	0	539	0
Pedestrian Volume [ped/h]	0			0			0			0		

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

[illegible]

Intersection Level Of Service Report

Intersection 3: Project Access & Old Spanish Trail Highway

Control Type:	Two-way yield	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	0	0	0	0	3	0	0	9	530
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	3	0	0	9	530
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	1	0	0	2	133
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	3	0	0	9	530
Pedestrian Volume [ped/h]	0			0			0			0		

Priority Scheme	Yield	Yield	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

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Vistro File: H:\...\31011_BonanzaSolar_Vistro.vistro

Scenario 4 Existing + Project PM

Report File: H:\...\4 Existing + Project PM.pdf

3/16/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Tecopa Road & NV-160	Two-way yield	HCM 7th Edition	NB Left	0.369	16.8	C
2	Mcr928200 & Old Spanish Trail Highway	Two-way stop	HCM 7th Edition	EB Thru	0.003	0.0	A
3	Project Access & Old Spanish Trail Highway	Two-way yield	HCM 7th Edition	SB Left	0.335	7.2	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Tecopa Road & NV-160

Control Type: Two-way yield
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 16.8
 Level Of Service: C
 Volume to Capacity (v/c): 0.369

Intersection Setup

Name	Tecopa Road		NV-160		NV-160	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	545.00	580.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	1165.00
Speed [mph]	55.00		70.00		70.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Tecopa Road		NV-160		NV-160	
Base Volume Input [veh/h]	164	383	386	3	6	690
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	164	383	386	3	6	690
Peak Hour Factor	0.9680	0.9680	0.9680	0.9680	0.9680	0.9680
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	99	100	1	2	178
Total Analysis Volume [veh/h]	169	396	399	3	6	713
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Yield	Free	Free
Flared Lane	Yes		
Storage Area [veh]	1	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.37	0.49	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	16.82	13.37	0.00	0.00	3.12	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	4.29	4.29	0.00	0.00	0.02	0.00
95th-Percentile Queue Length [ft/ln]	107.35	107.35	0.00	0.00	0.39	0.00
d_A, Approach Delay [s/veh]	14.40		0.00		0.03	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	4.84					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 2: Mcr928200 & Old Spanish Trail Highway

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	0	0	0	0	347	0	0	9	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	347	0	0	9	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	87	0	0	2	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	347	0	0	9	0
Pedestrian Volume [ped/h]	0			0			0			0		

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

[illegible]

Intersection Level Of Service Report

Intersection 3: Project Access & Old Spanish Trail Highway

Control Type:
Analysis Method:
Analysis Period:

Two-way yield
HCM 7th Edition
15 minutes

Delay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):

7.2
A
0.335

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	330	0	0	0	17	0	0	9	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	330	0	0	0	17	0	0	9	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	83	0	0	0	4	0	0	2	0
Total Analysis Volume [veh/h]	0	0	0	330	0	0	0	17	0	0	9	0
Pedestrian Volume [ped/h]	0			0			0			0		

Priority Scheme	Yield	Yield	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

[illegible]