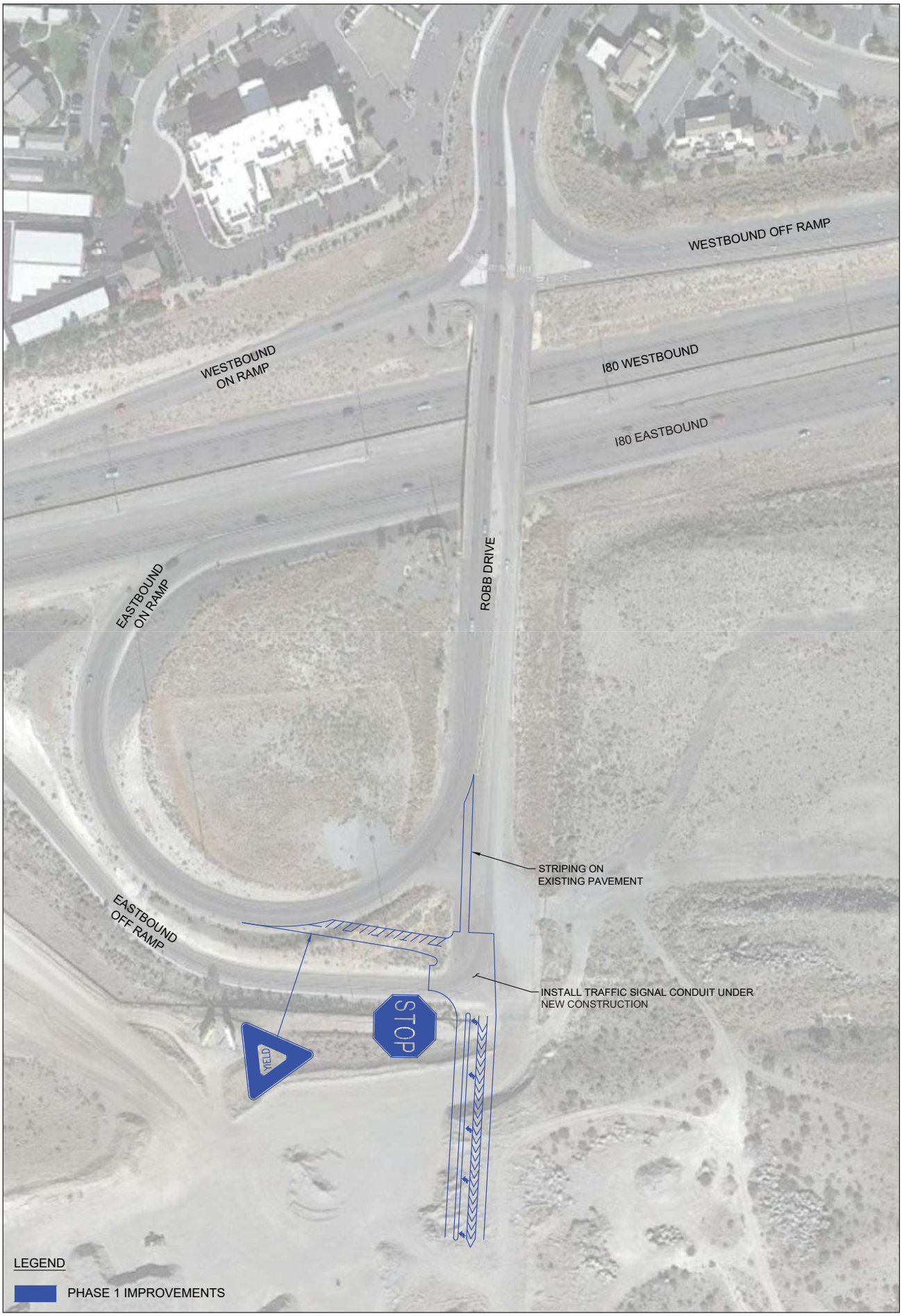
Robb Drive Interchange – TCA Portion of Capacity

Phase	Peak Hour Traffic Volume Capacity After Improvements (PM Peak Hour)	Existing Trips at Robb Dr/I-80 EB Ramps (% of Phase Capacity)[4]	TCA Trips (% of Phase Capacity)	Remaining Phase Capacity (% of Phase Capacity)
1 – Create EB Ramps T-intersection	1,520 trips	1,060 trips – 70%	240 trips – 16%	220 trips – 14%
2 – All future lanes minus dual lefts	1,610 trips	1,060 trips – 66%	240 trips – 15%	310 trips – 19%
3 – Signalize EB and WB Ramps intersections	3,325 trips	1,060 trips – 32%	240 trips – 7%	2,025 trips – 61%[5]

Notes: Based on PM peak hour traffic volume capacity at the Robb Drive/I-80 EB Ramps intersection.
Phase 1 – Add third (south leg) to the Robb Drive/I-80 EB Ramps intersection (T-intersection with stop control on EB leg). Construct Robb Drive extension south of I-80 EB Ramps. No improvements are required at the Robb Drive/I-80 WB Ramps intersection.
Phase 2 – Construct all intersection and roadway geometrics to build-out conditions (without signals) and stripe out dual left-turn lanes until signalized.
Phase 3 – Signalize Robb Drive/I-80 WB Ramps and Robb Drive/I-80 EB Ramps intersections. Open all dual left-turn lanes (remove temporary striping).
4. The Robb Drive/I-80 EB Ramps intersection governs capacity.
5. This capacity remains for other development projects south of the Robb Drive/I-80 interchange.
Source: Headway Transportation, 2022

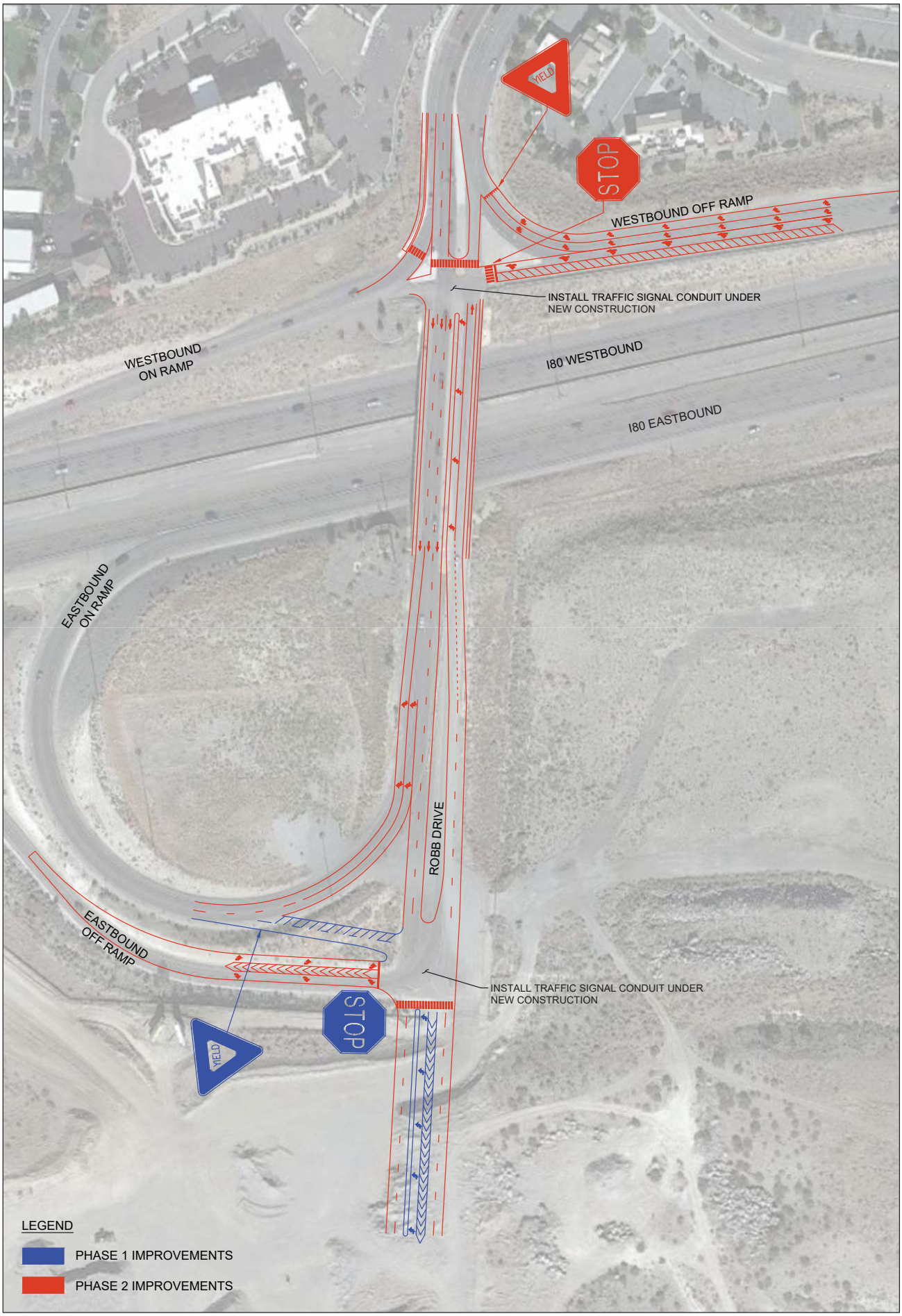


HEADWAY TRANSPORTATION

FULL SIZE (22"x34") 1" = 60'
HALF SIZE (11"x17") 1"=120'

Phase 1

Conceptual I-80 / Robb Drive Interchange Improvements

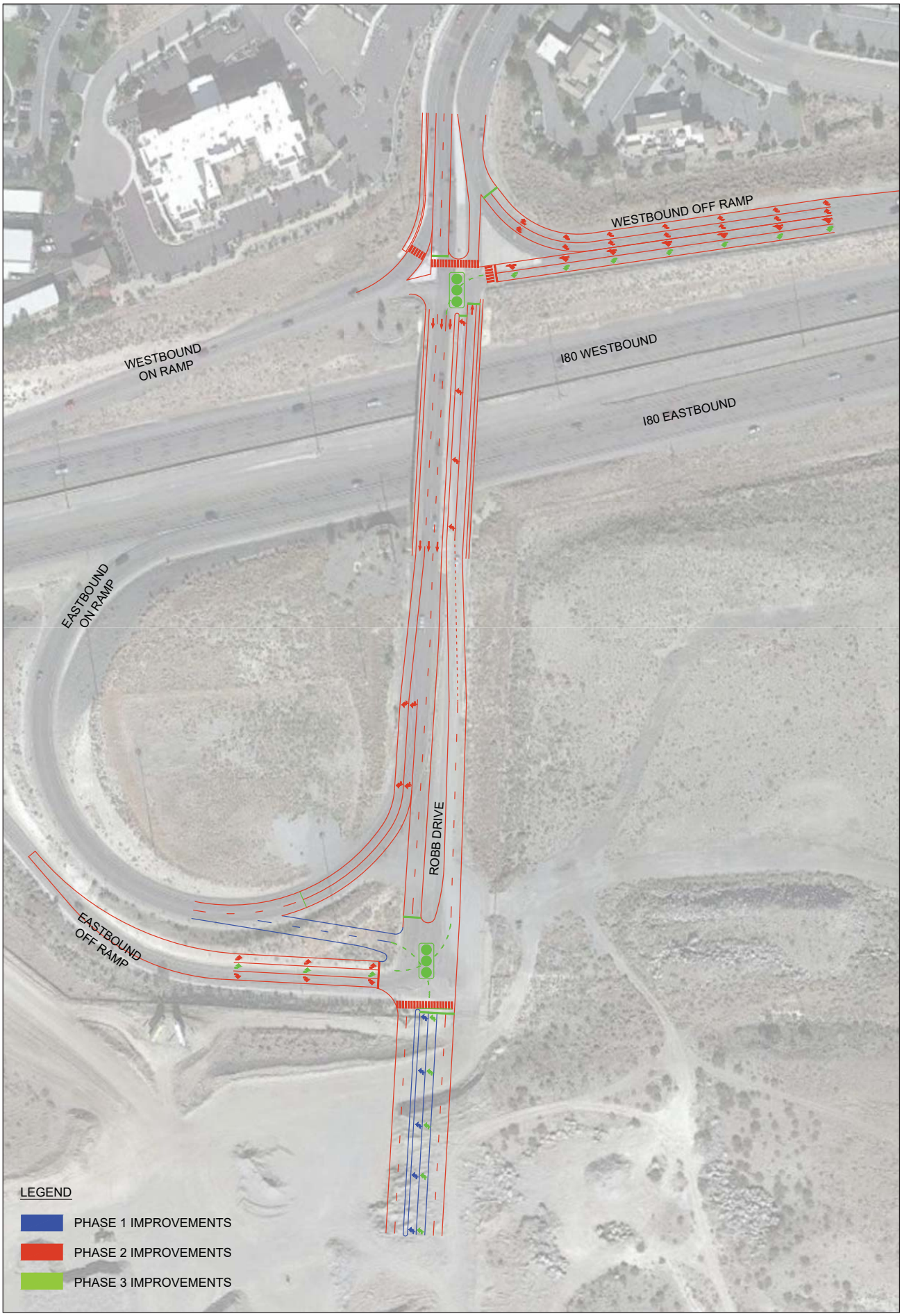


HEADWAY TRANSPORTATION

FULL SIZE (22"x34") 1" = 60'
HALF SIZE (11"x17") 1"=120'

Phase 2

Conceptual I-80 / Robb Drive Interchange Improvements



HEADWAY TRANSPORTATION

FULL SIZE (22"x34") 1" = 60'
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Phase 3

Conceptual I-80 / Robb Drive Interchange Improvements