Exhibit A

The Quarry: Legal Description

All that certain real property situate within a portion of Section 9, Township 20 North, Range 20 East, Mount Diablo Meridian, County of Washoe, State of Nevada, described as follows:

Parcel 2 as shown on the Record of Survey to support a Boundary Line Adjustment (RS3818) filed within the Official Records of Washoe County, Nevada on June 30, 2000 as File No. 2460839 and being more particularly described as follows:

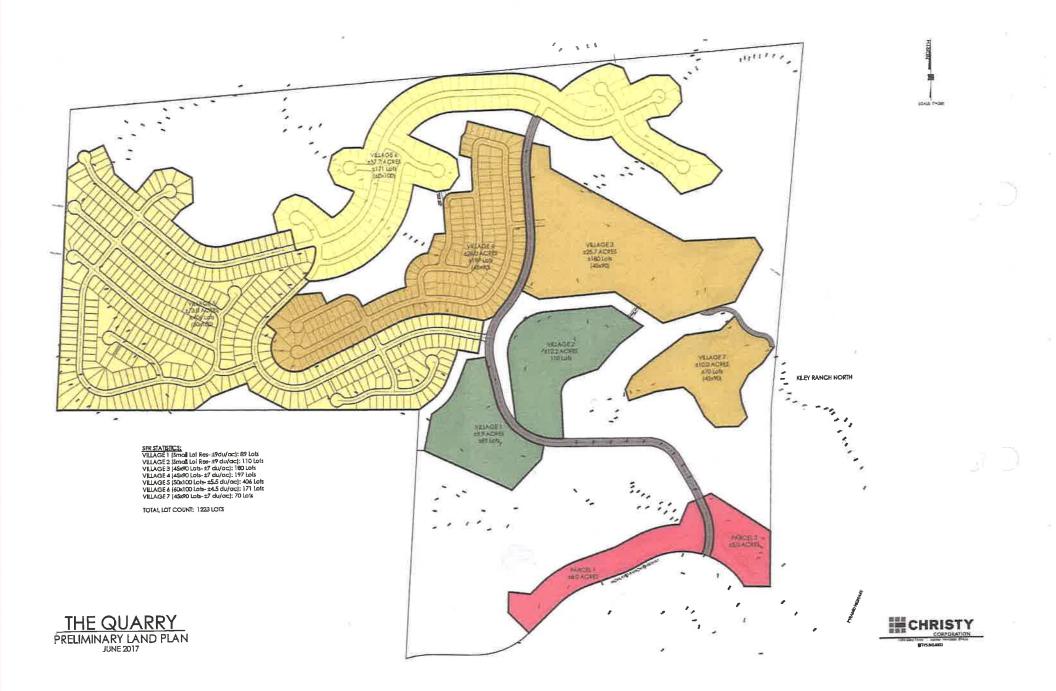
Beginning at the Northeast corner of Section 9;

South 05°43'28" West, 2702.52 feet to the East one- guarter (E 1/4) corner of Section 9; Continuing along the Easterly line of Section 9, South 00°57'17" West, 1318.51 feet to the Northerly line of the Southeast one-quarter (SE $\frac{1}{4}$) of Section 9; Thence along the Northerly line of the Southeast one-quarter (SE 1/4) of Section 9, North 89°02'15" West, 189.31 feet to the Northerly right-of-way of Highland Ranch Parkway; Leaving the Northerly line of the Southeast one-guarter (SE ¼) of Section 9, along the Northerly rightof-way of Highland Ranch Parkway, along the arc of a non-tangent curve to the left, from a tangent which bears North 29°56'39"West, having a length of 815.03 feet and a radius of 530.00 feet, through a central angle of 88°06'31"; Continuing along the Northerly right-of-way of Highland Ranch Parkway, South 61°56'50" West, 126.45 feet; Continuing along the Northerly right-of-way of Highland Ranch Parkway, along the arc of a curve to the right, having a length of 90.68 feet and a radius of 570.00 feet, through a central angle of 09°06'56"; Continuing along the Northerly right-of-way of Highland Ranch Parkway, South 71°03'46" West, 254.89 feet; Continuing along the Northerly rightof-way of Highland Ranch Parkway, along the arc of a curve to the left, having a length of 279.50 feet and a radius of 630.00 feet, through a central anale of 25°25'09"; Continuing along the Northerly right-of-way of Highland Ranch Parkway, South 45°38'37" West, 300.00 feet; Continuing along the Northerly right-of-way of Highland Ranch Parkway, along the arc of a curve to the right, having a length of 453.78 feet and a radius of 570.00 feet, through a central gnale of 45°36'50"; Continuing along the Northerly right-of-way of Highland Ranch Parkway, North 88°44'33" West, 300.00 feet; Continuing along the Northerly right-of-way of Highland Ranch Parkway, along the arc of a curve to the left, having a length of 204.69 feet and a radius of 630.00 feet, through a central angle of 18°36'55", to the North-South centerline of Section 9; Leaving the Northerly right-of-way of Highland Ranch Parkway, along the North-South centerline of Section 9, North 03°39'56" East, 1859.59 feet to the center of Section 9; Thence along the East-West centerline of Section 9, North 89°25'32" West, 2683.82 feet to the West one-quarter (1/4) of Section 9; Thence along the West line of Section 9, North 03°18'58" East, 2211.00 feet to the Northwest corner of Section 9; Thence along the North line of Section 9, North 85°28'37" East, 2721.15 feet to the North one-quarter (N 1/4) corner of Section 9; Continuing along the North line of Section 9, North 85°29'07" East, 2720.96 feet to the Northeast corner of Section 9 and the Point of Beginning.

Containing 386.87 acres, more or less.

APN: 083-011-15





EKAY ECONOMIC CONSULTANTS

June 13, 2018

Mr. Blake Smith S3 Development Company, LLC 1 East Liberty Street Suite 444 Reno, NV 89501

Re: Update of Fiscal Impact Analysis of Proposed Quarry Development

Dear Mr. Smith:

Per your request, I updated the fiscal impact analysis of The Quarry project originally conducted in December 2017. It is my understanding the project is proposed to widen a portion of a street included in the December analysis as a 2-lane street, to a 4-lane street. This update includes the addition of 2-lanes to a 3,500 linear foot portion of the street, for a total of 84,000 square feet of additional streets constructed by the Developer and dedicated to the City of Sparks for maintenance.

This update impacts both the General and Road Funds. In the General Fund, road square feet are used to estimate costs associated with Community Services expenditures in the Public Safety and Public Works functions. The Road Fund provides road repair and maintenance services for all City of Sparks streets and will also be impacted by the increase in the size of project streets. Costs for both Funds will increase with the addition of 84,000 square feet of streets to the 1.01 million square feet already considered in the December 2017 report. No other changes to the December 2017 report are considered.

Table 1 below shows the estimated impacts of The Quarry project on the City of Sparks General Fund from the original December 2017 report and the June 2018 update. The table shows General Fund surplus, over the 20-year analysis period, is expected to decrease from \$14.3 million in the original report to \$14.1 million in the June 2018 given the additional 84,000 square feet of streets.

550 West Plumb Lane, Suite B459 Reno, NV 89509 (775) 232-7203 www.ekayconsultants.com

Table 1. Comparison of General Fund Impacts

| | Comparison of C | December 2017 l | ^ | | June 2018 Update | | | | | |
|-------|--------------------------------|------------------------|-------------------------------|----------------------------------|------------------|--------------------------------|------------------------|------------------------------|----------------------------------|--|
| Year | Total Project Revenue | Total Project Costs | Annual Revenue Surplus | Cumulative Revenue Surplus | Year | Total Project Revenue | Total Project Costs | Annual Revenue Surplus | Cumulative Revenue Surplus | |
| 2018 | \$ 54,948 | \$ - | - | - | 2018 | \$ 54,948 | \$ - | | \$ 54,948 | |
| 2010 | ³ 34,740 214,704 | پ 127,082 | ³ 54,740 87,622 | ³ 34,740 142,570 | 2010 | ³ 34,740 214,704 | 131,793 | \$ 54,940 82,911 | 137,859 | |
| 2019 | 657,964 | 471,101 | 186,863 | 329,433 | 2019 | 657,964 | 475,953 | 182,011 | 319,870 | |
| 2020 | 1,116,366 | 770,640 | 345,726 | 675,159 | 2020 | 1,116,366 | 775,638 | 340,728 | 660,599 | |
| 2021 | 1,599,636 | 1,080,582 | 519,054 | 1,194,213 | 2021 | 1,599,636 | 1,085,729 | 513,907 | 1,174,505 | |
| 2023 | 2,069,269 | 1,428,133 | 641,136 | 1,835,349 | 2023 | 2,069,269 | 1,433,435 | 635,834 | 1,810,339 | |
| 2024 | 2,432,609 | 1,714,223 | 718,386 | 2,553,735 | 2024 | 2,432,609 | 1,719,684 | 712,925 | 2,523,264 | |
| 2025 | 2,505,588 | 1,764,183 | 741,404 | 3,295,139 | 2025 | 2,505,588 | 1,769,808 | 735,780 | 3,259,044 | |
| 2026 | 2,580,755 | 1,815,642 | 765,114 | 4,060,253 | 2026 | 2,580,755 | 1,821,435 | 759,320 | 4,018,364 | |
| 2027 | 2,658,178 | 1,868,644 | 789,534 | 4,849,787 | 2027 | 2,658,178 | 1,874,611 | 783,567 | 4,801,931 | |
| 2028 | 2,737,923 | 1,923,236 | 814,687 | 5,664,474 | 2028 | 2,737,923 | 1,929,383 | 808,541 | 5,610,471 | |
| 2029 | 2,820,061 | 1,979,466 | 840,595 | 6,505,069 | 2029 | 2,820,061 | 1,985,797 | 834,264 | 6,444,735 | |
| 2030 | 2,904,663 | 2,037,383 | 867,279 | 7,372,348 | 2030 | 2,904,663 | 2,043,904 | 860,759 | 7,305,494 | |
| 2031 | 2,991,803 | 2,097,038 | 894,765 | 8,267,113 | 2031 | 2,991,803 | 2,103,754 | 888,048 | 8,193,542 | |
| 2032 | 3,081,557 | 2,158,482 | 923,075 | 9,190,188 | 2032 | 3,081,557 | 2,165,400 | 916,157 | 9,109,699 | |
| 2033 | 3,174,003 | 2,221,770 | 952,234 | 10,142,422 | 2033 | 3,174,003 | 2,228,895 | 945,109 | 10,054,808 | |
| 2034 | 3,269,224 | 2,286,956 | 982,268 | 11,124,690 | 2034 | 3,269,224 | 2,294,295 | 974,929 | 11,029,737 | |
| 2035 | 3,367,300 | 2,354,097 | 1,013,203 | 12,137,893 | 2035 | 3,367,300 | 2,361,657 | 1,005,644 | 12,035,381 | |
| 2036 | 3,468,319 | 2,423,253 | 1,045,066 | 13,182,959 | 2036 | 3,468,319 | 2,431,039 | 1,037,280 | 13,072,661 | |
| 2037 | 3,572,369 | 2,494,484 | 1,077,885 | 14,260,844 | 2037 | 3,572,369 | 2,502,503 | 1,069,865 | 14,142,526 | |
| Total | \$ 47,277,239 | \$ 33,016,396 | \$ 14,260,844 | | Total | \$ 47,277,239 | \$ 33,134,713 | \$ 14,142,526 | | |

Mr. Blake Smith June 13, 2018 Page 3

Table 2. Comparison of Road Fund Impacts

| | Comparison of I | December 2017 | | | | | June 2018 Up | odate | |
|-------|-----------------|---------------|-----------------|--------------|-------|---------------|---------------|-----------------|--------------|
| | | | Annual | Cumulative | | | | Annual | Cumulative |
| | Total Project | Total Project | Revenue | Revenue | | Total Project | Total Project | Revenue | Revenue |
| Year | Revenue | Costs | Surplus | Surplus | Year | Revenue | Costs | Surplus | Surplus |
| 2018 | \$- | \$- | \$- | \$- | 2018 | \$- | \$- | \$- | \$ - |
| 2019 | - | 522 | (522) | (522) | 2019 | - | 784 | (784) | (784) |
| 2020 | 31,718 | 819,813 | (788,094) | (788,616) | 2020 | 31,718 | 888,285 | (856,567) | (857,351) |
| 2021 | 65,076 | 820,247 | (755,171) | (1,543,787) | 2021 | 65,076 | 888,737 | (823,661) | (1,681,012) |
| 2022 | 98,507 | 821,873 | (723,366) | (2,267,154) | 2022 | 98,507 | 890,382 | (791,875) | (2,472,887) |
| 2023 | 137,239 | 824,087 | (686,848) | (2,954,002) | 2023 | 137,239 | 892,614 | (755,375) | (3,228,261) |
| 2024 | 176,048 | 825,709 | (649,661) | (3,603,663) | 2024 | 176,048 | 894,255 | (718,207) | (3,946,468) |
| 2025 | 181,329 | 825,862 | (644,533) | (4,248,196) | 2025 | 181,329 | 894,428 | (713,098) | (4,659,567) |
| 2026 | 186,769 | 826,019 | (639,250) | (4,887,446) | 2026 | 186,769 | 894,604 | (707,834) | (5,367,401) |
| 2027 | 192,372 | 826,179 | (633,806) | (5,521,252) | 2027 | 192,372 | 894,783 | (702,411) | (6,069,812) |
| 2028 | 198,143 | 826,341 | (628,198) | (6,149,450) | 2028 | 198,143 | 894,967 | (696,823) | (6,766,635) |
| 2029 | 204,088 | 826,507 | (622,420) | (6,771,870) | 2029 | 204,088 | 895,154 | (691,066) | (7,457,701) |
| 2030 | 210,210 | 826,677 | (616,466) | (7,388,336) | 2030 | 210,210 | 895,344 | (685,134) | (8,142,835) |
| 2031 | 216,517 | 826,850 | (610,333) | (7,998,669) | 2031 | 216,517 | 895,539 | (679,022) | (8,821,857) |
| 2032 | 223,012 | 827,026 | (604,014) | (8,602,683) | 2032 | 223,012 | 895,737 | (672,725) | (9,494,582) |
| 2033 | 229,703 | 827,206 | (597,503) | (9,200,185) | 2033 | 229,703 | 895,939 | (666,237) | (10,160,819) |
| 2034 | 236,594 | 827,389 | (590,795) | (9,790,981) | 2034 | 236,594 | 896,146 | (659,552) | (10,820,371) |
| 2035 | 243,691 | 827,576 | (583,884) | (10,374,865) | 2035 | 243,691 | 896,356 | (652,665) | (11,473,036) |
| 2036 | 251,002 | 827,767 | (576,764) | (10,951,630) | 2036 | 251,002 | 896,571 | (645,569) | (12,118,605) |
| 2037 | 258,532 | 827,961 | (569,429) | (11,521,059) | 2037 | 258,532 | 896,790 | (638,258) | (12,756,862) |
| Total | \$ 3,340,551 | \$ 14,861,610 | \$ (11,521,059) | | Total | \$ 3,340,551 | \$ 16,097,414 | \$ (12,756,862) | |

Mr. Blake Smith June 13, 2018 Page 4

Table 2 shows the comparison of the impacts of The Quarry on the City's Road Fund over the 20-year analysis period. The December 2017 report found a deficit for the Road Fund of \$11.5 million over the 20-year analysis period. Adding the 84,000 square feet of streets (June 2018 update) increases the deficit for the Fund to \$12.8 million.

This analysis shows that The Quarry project is still expected to have a **positive fiscal impact** on the City of Sparks, as the projected General Fund surplus is expected to exceed the estimated deficit in the Road Fund, even with the addition of 84,000 square feet of streets. This includes a \$965,000 contingency amount for the City's General Fund, which is not an actual cost for the City.

Updated Appendices 1-9 of the fiscal impact analysis are attached. Of these only Appendix 6 and 9 were updated from the December 2017 report. No methodology or other inputs (other than increase in project streets) changes were made in the June 2018 update. Please see the December 2017 report for methodology, assumptions, and other information.

Please contact me with any questions or concerns.

Sincerely,

Sugema Loemore

Eugenia Larmore, PhD, MBA, CMA, CVA, MAFF

| | | | APPENDI BUILDOUT ASSU | | | |
|-----------------|-------------------------------|--------------------------------|-------------------------------|-------------------------------|---------------------------------------|--|
| <u>YEAR</u> | USE <u>TYPE</u> | SQUARE FEET <u>BUILT</u> | # OF UNITS <u>BUILT</u> | ADDED LAND <u>VALUE</u> | ADDED IMPROVEMENTS <u>VALUE</u> | CONSTRUCTION MATERIALS <u>COST</u> |
| 2018 | Village 1 | - | - | \$ 2,018,250 | \$ - | \$ - |
| | Village 2 | - | - | 2,466,750 | - | - |
| | Village 3 Village 4 | - | - | 3,950,100 | - | - |
| | Village 5 | - | - | 5,535,000 | - | - |
| | Village 6 | - | - | - | - | - |
| | Village 7 | - | - | - | - | - |
| | Gen. Commercial Open Space | - | - | 1,271,044 1,081,066 | - | - |
| Subtotal | | - | - | 16,322,211 | - | - |
| 2019 | Village 1 | 85,500 | 45 | 1,973,400 | 9,418,500 | 4,709,250 |
| | Village 2 | 110,000 | 55 | 2,466,750 | 11,511,500 | 5,755,750 |
| | Village 3 | - | - | - | - | - |
| | Village 4 Village 5 | 151,800 205,000 | 66 82 | 3,950,100 5,467,500 | 18,433,800 25,830,000 | 9,216,900 12,915,000 |
| | Village 6 | - | - | - | - | - |
| | Village 7 | - | - | - | - | - |
| | Gen. Commercial | 87,120 | - | 794,403 | 10,756,687 | 5,378,344 |
| Subtotal | Open Space | 639,420 | - 248 | | - 75,950,487 | 37,975,244 |
| 2020 | V/11 1 | 82.600 | 44 | | | |
| 2020 | Village 1 Village 2 | 83,600 110,000 | 44 55 | - | 9,209,200 11,511,500 | 4,604,600 5,755,750 |
| | Village 3 | | - | - | | - |
| | Village 4 | 151,800 | 66 | 3,890,250 | 18,433,800 | 9,216,900 |
| | Village 5 | 202,500 | 81 | 5,467,500 | 25,515,000 | 12,757,500 |
| | Village 6 Village 7 | - | - | 6,437,100 | - | - |
| | Gen. Commercial | 54,450 | - | - | 6,722,930 | 3,361,465 |
| Subtotal | Open Space | 602,350 | - 246 | - 15,794,850 | | 35,696,215 |
| | | | | | | |
| 2021 | Village 1 Village 2 | - | - | - | - | - |
| | Village 3 | - | - | 5,386,500 | - | - |
| | Village 4 | 149,500 | 65 | - | 18,154,500 | 9,077,250 |
| | Village 5 | 202,500 | 81 | 5,467,500 | 25,515,000 | 12,757,500 |
| | Village 6 Village 7 | 232,200 | 86 | 6,362,250 | 30,039,800 | 15,019,900 |
| | Gen. Commercial | - | - | - | - | - |
| | Open Space | | | | | |
| Subtotal | | 584,200 | 232 | 17,216,250 | 73,709,300 | 36,854,650 |
| 2022 | Village 1 | - | - | - | - | - |
| | Village 2 | - | - | - | - | - |
| | Village 3 | 207,000 | 90 | 5,386,500 | 25,137,000 | 12,568,500 |
| | Village 4 Village 5 | - 202,500 | - 81 | - 5,467,500 | - 25,515,000 | - 12,757,500 |
| | Village 6 | 229,500 | 85 | - | 29,690,500 | 14,845,250 |
| | Village 7 | - | - | 6,037,500 | - | - |
| | Gen. Commercial Open Space | - | - | - | - | - |
| Subtotal | | 639,000 | 256 | 16,891,500 | 80,342,500 | 40,171,250 |
| 2023 | Village 1 | | - | | | |
| 2023 | Village 2 | - | - | - | - | - |
| | Village 3 | 207,000 | 90 | - | 25,137,000 | 12,568,500 |
| | Village 4 Village 5 | - 202,500 | - 81 | - | - 25,515,000 | - 12,757,500 |
| | Village 6 | - | - | - | - | - |
| | Village 7 | 203,000 | 70 | - | 28,175,000 | 14,087,500 |
| | Gen. Commercial | - | - | - | - | - |
| Subtotal | Open Space | 612 500 | - 241 | | | |
| Subtotal [] | | 612,500 | 241 | - | 78,827,000 | 39,413,50 |

| | APPENDIX 1 BUILDOUT ASSUMPTIONS | | | | | | | | | | | |
|-------------|------------------------------------|--------------------------------|-------------------------------|-------------------------------|---------------------------------------|--|--|--|--|--|--|--|
| <u>YEAR</u> | USE <u>TYPE</u> | SQUARE FEET <u>BUILT</u> | # OF UNITS <u>BUILT</u> | ADDED LAND <u>VALUE</u> | ADDED IMPROVEMENTS <u>VALUE</u> | CONSTRUCTION MATERIALS <u>COST</u> | | | | | | |
| TOTAL | | 3,077,470 | 1,223 | 80,876,963 | \$ 380,221,717 | \$ 190,110,858 | | | | | | |

APPENDIX 1, ASSUMPTIONS:

 The following land and building costs represent the Developer's best estimate in 2017. Analysis adds land value in the year before construction and improvement value in the year of construction.
 a) Residential:

| u) Itestueni | | | Total | F | Projected Sales | Land Value/ | Improv. Value/ |
|--------------|------------|-------------------|-------------|----|-----------------|--------------|----------------|
| | # of Acres | <u># of Units</u> | Square Feet | | Price/Unit | <u>Unit</u> | <u>Unit</u> |
| Village 1 | 9.90 | 89 | 169,100 | \$ | 299,000 | \$ 44,850 | \$ 209,300 |
| Village 2 | 12.20 | 110 | 220,000 | | 299,000 | 44,850 | 209,300 |
| Village 3 | 25.70 | 180 | 414,000 | | 399,000 | 59,850 | 279,300 |
| Village 4 | 28.00 | 197 | 453,100 | | 399,000 | 59,850 | 279,300 |
| Village 5 | 73.00 | 406 | 1,015,000 | | 450,000 | 67,500 | 315,000 |
| Village 6 | 37.70 | 171 | 461,700 | | 499,000 | 74,850 | 349,300 |
| Village 7 | 10.00 | 70 | 203,000 | | 575,000 | 86,250 | 402,500 |
| | 196.50 | 1,223 | 2,935,900 | | | | |

Source: Number of acres, units, square footage, and projected sales price from Developer. Land and improvement value based on values for homes sold at similar prices in City of Sparks in 2016 and 2017. Source: Washoe County Assessor's website. *b) Commercial:*

| | | Total | Improvements | Land Value/ | | |
|-------------------------------------|----------------------|-----------------------------|--------------------------|-------------------------|-------------------|-------|
| | # of Acres | Square Feet | Cost/Sq. Ft. | Acre | | |
| General Comm. | 13.0 | 141,570 | \$ 123.5 | 5 \$ 158,8 | 881 | |
| Source: Number of acres and sq | uare footage from I | Developer. Land and improve | ement value from compa | rable uses (LU400) are | ound the project. | |
| Source: Washoe County Assesso | or's website. | | | | | |
| c) Open Space: | | | | | | |
| Open Space, estimated at | 177.4 | acres is expected to be va | alued using value per ac | re of | \$ | 6,095 |
| for similar uses (LU 100) surrout | nding the project. S | Source: Washoe County Asse | essor's Office. | | | |
| Existing value of the project can | not be used as it is | valued as a quarry. | | | | |
| 2. Construction Materials Cost is e | stimated at | 50% | of Building Cost. Sour | ce: Discussions with co | ontractors. | |
| | | | | | | |

| | | ESTI | | APPENDIX 2 ITY OF SPARKS R OF RESIDENTS A1 | ND EMPLOYEES | | |
|-------------|-------------------------------|----------------------------|---|--|--------------------------------------|--------------------------------------|-------------------------------------|
| <u>YEAR</u> | USE <u>TYPE</u> | # OF <u>UNITS BUILT</u> | CUMUL. # OF OCCUPIED <u>UNITS</u> | SQUARE FEET <u>CONSTRUCTED</u> | CUMUL. NO. OF <u>RESIDENTS</u> | CUMUL. NO. OF <u>EMPLOYEES</u> | % OF SPARKS <u>POPULATION</u> |
| 2018 | Village 1 | - | - | - | - | - | 0.00% |
| | Village 2 | - | - | - | - | - | 0.00% |
| | Village 3 | - | - | - | - | - | 0.00% |
| | Village 4 | - | - | - | - | - | 0.00% |
| | Village 5 Village 6 | - | - | - | - | - | 0.00% |
| | Village 7 | - | - | - | - | - | 0.00% |
| | Gen. Commercial | - | - | - | | | 0.00% |
| | Open Space | | | | | | <u>0.00</u> % |
| Subtotal | | - | • | - | • | - | 0.00% |
| 2019 | Village 1 | 45 | - | 85,500 | - | - | 0.00% |
| | Village 2 | 55 | - | 110,000 | - | - | 0.00% |
| | Village 3 | - | - | - | - | - | 0.00% |
| | Village 4 Village 5 | 66 82 | - | 151,800 205,000 | - | - | 0.00% |
| | Village 6 | - 02 | - | 205,000 | - | - | 0.00% |
| | Village 7 | - | - | - | - | - | 0.00% |
| | Gen. Commercial | - | - | 87,120 | - | 104 | 0.00% |
| | Open Space | | | | | | <u>0.00</u> % |
| Subtotal | | 248 | • | 639,420 | - | 104 | 0.00% |
| 2020 | Village 1 | 44 | 43 | 83,600 | 121 | - | 0.13% |
| | Village 2 | 55 | 53 | 110,000 | 148 | - | 0.16% |
| | Village 3 | - | - | - | - | - | 0.00% |
| | Village 4 | 66 | 64 79 | 151,800 | 178 | - | 0.19% |
| | Village 5 Village 6 | 81 | /9 | 202,500 | 221 | - | 0.24% |
| | Village 7 | - | - | - | - | - | 0.00% |
| | Gen. Commercial | - | - | 54,450 | - | 169 | 0.00% |
| | Open Space | | | | | | <u>0.00</u> % |
| Subtotal | | 246 | 239 | 602,350 | 668 | 169 | 0.71% |
| 2021 | Village 1 | - | 86 | - | 240 | - | 0.26% |
| | Village 2 | - | 106 | - | 296 | - | 0.32% |
| | Village 3 | - | - | - | - | - | 0.00% |
| | Village 4 Village 5 | 65 81 | 127 157 | 149,500 202,500 | 355 439 | - | 0.38% 0.47% |
| | Village 6 | 86 | - | 232,200 | 437 | - | 0.00% |
| | Village 7 | - | - | - | - | - | 0.00% |
| | Gen. Commercial | - | - | - | - | 169 | 0.00% |
| | Open Space | | | | | | <u>0.00%</u> |
| Subtotal | | 232 | 477 | 584,200 | 1,330 | 169 | 1.42% |
| 2022 | Village 1 | - | 86 | - | 240 | - | 0.26% |
| | Village 2 | - | 106 | - | 296 | - | 0.32% |
| | Village 3 | 90 | - | 207,000 | - | - | 0.00% |
| | Village 4 | - | 190 225 | - | 530 | - | 0.57% |
| | Village 5 Village 6 | 81 85 | 235 83 | 202,500 229,500 | 657 232 | - | 0.70% 0.25% |
| | Village 7 | - | - | - | - | - | 0.23% |
| | Gen. Commercial Open Space | - | - | - | - | 169 | 0.00% 0.00% |
| Subtotal | Open Space | - 256 | 701 | 639,000 | - 1,955 | <u>_</u> | <u>0.00%</u> 2.09% |
| 2023 | Village 1 | _ | 86 | | 240 | | 0.26% |
| 2023 | Village 2 | - | 106 | - | 240 296 | - | 0.20% |
| | Village 3 | 90 | 87 | 207,000 | 242 | - | 0.26% |
| | Village 4 | - | 190 | - | 530 | - | 0.57% |
| | Village 5 | 81 | 314 | 202,500 | 875 | - | 0.94% |
| | Village 6 | - | 165 | - | 460 | - | 0.49% |
| | Village 7 | 70 | - | 203,000 | - | - | 0.00% |
| | Gen. Commercial Open Space | - | - | - | - | - 169 | 0.00% 0.00% |
| Subtotal | open opace | 241 | <u>-</u> | 612,500 | 2,644 | <u>_</u> | <u>2.83%</u> |
| Subtotal | | 241 | 940 | 012,300 | 2,044 | 109 | 2.03% |

| | | | AP | PENDIX 2 | | | | | | | | | |
|-----------------|---|-------|-------|-----------|-------|-----|-------|--|--|--|--|--|--|
| | | | CITY | OF SPARKS | | | | | | | | | |
| | ESTIMATED NUMBER OF RESIDENTS AND EMPLOYEES | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| 2024 | Village 1 | - | 86 | - | 240 | - | 0.26% | | | | | | |
| | Village 2 | - | 106 | - | 296 | - | 0.32% | | | | | | |
| | Village 3 | - | 174 | - | 485 | - | 0.52% | | | | | | |
| | Village 4 | - | 190 | - | 530 | - | 0.57% | | | | | | |
| | Village 5 | - | 392 | - | 1,093 | - | 1.17% | | | | | | |
| | Village 6 | - | 165 | - | 460 | - | 0.49% | | | | | | |
| | Village 7 | - | 68 | - | 188 | - | 0.20% | | | | | | |
| | Gen. Commercial | - | - | - | - | 169 | 0.00% | | | | | | |
| | Open Space | - | - | - | - | - | 0.00% | | | | | | |
| Subtotal | | • | 1,180 | - | 3,293 | 169 | 3.52% | | | | | | |
| TOTAL | | 1,223 | | 3,077,470 | | | | | | | | | |

APPENDIX 2, ASSUMPTIONS:

1. Number of residential units and square feet of buildings from Appendix 1.

2. Occupied single-family units are estimated using a vacancy rate of 3.5% to account for household movement and other timing issues. Households are assumed to be occupied a year after construction. Source: Center for Regional Studies, University of Nevada, Reno, based on data from the American Community Survey.

 Residents are estimated using a ratio of 2.79 residents per occupied household/unit for owner-occupied units Source: "Average Household Size of Occupied Units by Tenure." 2016 American Community Survey 1-Year Estimates, US Census Bureau. Data for Sparks, Nevada.

4. Employee estimates from the Center for Regional Studies, UNR (CRS). Employees added in the year of construction.

| | Project Square | | Employee |
|----------------|----------------|-----------------|----------|
| Use Type | Feet | Sq.Ft./Employee | Estimate |
| Gen Commercial | 141,570 | 837 | 169 |
| | | | |

5. Impacts: Analysis estimates costs and revenues associated with the development using estimated number of new development residents only. The analysis assumes employees of the development will be existing residents of the region, residents of other regions, or residents of the development.

6. City of Sparks FY 2016-17 population is estimated at **93,581** Source: City of Sparks Budget, FY 2017-18. This is used to estimate the percent of existing population generated by the project.

| YEAR TYPE VALLE(s) VALLE(s) <thvale(s)< th=""> <thvale(s)< th=""> <thvale(s)<< th=""><th></th><th></th><th>EVENUE</th><th>PENDIX 3 OF SPARKS PROPERTY TAX R</th><th></th><th>ES</th><th></th><th></th></thvale(s)<<></thvale(s)<></thvale(s)<> | | | EVENUE | PENDIX 3 OF SPARKS PROPERTY TAX R | | ES | | |
|--|-------------------|-----------------|--------------|---|-------------|---|------------------------------|--------------------------|
| Vilage 2 2.466,750 - 2.466,750 863,363 8.287 Vilags 4 3.950,100 - 3.950,100 1.352,535 11.5270 Vilage 6 - - - - - Vilage 7 - - - - - Gen. Commercial 1.081,066 - 1.081,066 378,373 3.632 Solotal 1.081,066 - 1.081,066 378,373 3.633 Vilage 7 - - 1.6322,211 5.452,200 1.632,224 1.632,22 Vilage 3 - - - - - - - Vilage 4 3.990,100 18,433,800 8.018,703 2.806,523 7.067 Vilage 7 - </th <th>AB 104 REVENUE</th> <th>FUND</th> <th>ASSESSED</th> <th>TOTAL TAX.</th> <th>IMPROVEMENT</th> <th>LAND</th> <th></th> <th><u>YEAR</u></th> | AB 104 REVENUE | FUND | ASSESSED | TOTAL TAX. | IMPROVEMENT | LAND | | <u>YEAR</u> |
| Village 4 3,960,100 3,960,100 1,382,535 13,270 Village 6 - - - - - Gen. Commercial 1,271,044 - 1,271,044 444,866 4,270 Open Space 1,081,066 - 1,081,066 - 1,081,066 - <td>14 18</td> <td>8,287</td> <td>863,363</td> <td>2,466,750</td> <td>\$ -</td> <td>2,466,750</td> <td>Village 2</td> <td>2018</td> | 14 18 | 8,287 | 863,363 | 2,466,750 | \$ - | 2,466,750 | Village 2 | 2018 |
| Village 7 - - - - - - - Gen. Commercial Open Space 1.271.044 - 1.281.066 378.373 3.652 Subtotal 1.6.322.11 - 1.6.322.11 5.712.774 554.831 2019 Village 1 1.973.400 9.418.500 4.052.198 1.418.269 13.613 Village 2 2.466.750 11.511.500 5.007.503 1.752.026 16.822 Village 4 3.950.100 18.433.800 8.018.703 2.800.546 26.937 Village 6 - - - - - - Village 7 - - - - - - - Open Space - - 1.131.904 389.724 3.741 Subtotal 14.652.153 75.990.487 3.146.4030 11.012.410 105.697 2020 Village 1 - 9.209.200 13.874.818 4.856.186 46.610 Village 3 - - | - 28 | 13,270 | 1,382,535 | 3,950,100 | - | 3,950,100 | Village 4 | |
| Open Space 1.081.066 - 1.081.066 378.373 3.632 Subtotal 16.322.211 - 16.322.211 5.712.774 544.81 2019 Village 1 1.973.000 9.418.500 4.052.198 1.418.269 1.541.3 Village 3 3.991.00 18.433.800 8.018.703 2.805.546 26.937 Village 5 5.467.500 25.580.000 11.116.850 3.908.993 3.7519 Village 6 - - - - - - Gen. Commervial Open Space 794.403 10.756.687 2.103.578 736.252 7.067 Subtotal 1.4465.128 7.5950.487 3.464.908 1.102.410 108.5697 2020 Village 1 - 9.209.200 13.874.818 4.856.186 46.610 Village 4 3.890.250 15.433.800 31.136.328 10.897.715 104.596 Village 6 6.437.100 - 6.437.100 1.255.002 144.385 Village 1 - - | - | - - 4 270 | | - - 1 271 044 | - | - - 1 271 044 | Village 7 | |
| 2019 Village 1 1.973,400 9,418,500 4.052,198 1.418,269 13,613 Village 2 2,466,750 11,511,500 5,007,503 1,752,626 16,822 Village 4 3,950,100 18,433,800 8,018,703 2,805,546 26,937 Village 5 5,467,500 11,148,550 3,908,893 37,519 Village 6 - - - - - Gen. Commercial 794,403 10,256,687 2,103,578 376,522 7,067 Subtotal 14,652,153 75,950,487 31,464,030 11,012,410 108,607 2020 Village 1 - 9,209,200 13,874,818 4,856,186 46,610 Village 4 3,890,250 18,433,800 31,136,228 10,897,715 104,596 Village 5 5,467,500 25,515,000 43,576,007 15,231,62 146,385 Village 6 6,437,100 - 6,437,100 2,237,65,39 8,321,789 9,873 Village 6 5,467,500 25 | ŝ | 3,632 | | | | | | |
| Village 2 2,466,750 11,511,500 5,007,503 1,752,626 16,822 Village 4 3,950,100 18,433,800 8,018,703 2,806,546 26,937 Village 5 5,467,500 25,830,000 11,168,550 3,908,993 37,519 Village 7 - - - - - - - Gen. Commercial 794,403 10,756,687 2,103,578 736,252 7,067 Open Space - - - - - - Subtotal 14,622,153 7,559,047 31,446,090 11,012,410 105,607 2020 Village 1 - 9,209,200 13,874,818 4,856,186 46,610 Village 2 - 11,511,500 17,014,573 5,955,100 51,157 104,638 Village 4 3,800,250 13,874,818 4,856,186 46,610 Village 5 5,467,500 25,515,000 24,515,800 21,634 Village 6 5,467,500 25,167,007 25,160, | 116 | 54,831 | 5,712,774 | 16,322,211 | - | 16,322,211 | | Subtotal Subtotal |
| Village 5 5,467,500 25,830,000 11,168,550 3,908,993 37,519 Village 7 - | 29 36 | 16,822 | 1,752,626 | 5,007,503 | 11,511,500 | 2,466,750 | Village 2 | 2019 |
| Village 7 Gen. Commercial Open Space 7. 7. 7. 7. Subtotal 14.652,153 75,950,487 31,464,309 11,012,410 105,607 2020 Village 1 - 9,209,200 13,874,818 4,856,186 46,610 2020 Village 3 - 11,511,500 17,014,573 5,955,100 57,157 Village 3 - 11,511,500 17,014,573 5,955,100 70,167 Village 4 3,800,220 18,813,800 31,136,328 10,897,715 104,596 Village 5 5,467,500 25,515,000 43,576,007 15,251,602 146,385 Village 6 - - 1,146,903 401,416 3,883 Subtotal 15,794,850 71,392,430 126,431,802 44,251,131 424,722 2021 Village 1 - - 23,765,539 8,321,789 79,873 Village 2 5,467,500 25,515,000 76,631,237 26,820,033 257,47 Village 4 - 18,154,500< | 57 80 | 37,519 | | , , | | | Village 5 | |
| Subtotal 14,652,153 75,950,487 31,464,030 11,012,410 105,697 2020 Village 1 - 9,209,200 13,874,818 4,856,186 46,610 Village 2 - 11,511,500 17,014,573 5,955,100 57,157 Village 3 - - - - - - Village 5 5,467,500 25,515,000 43,576,007 15,251,602 146,385 Village 6 6,437,100 - 6,437,100 - 6,437,100 2,252,985 21,624 Village 7 - <t< td=""><td>- 15</td><td>7,067</td><td></td><td>, ,</td><td>, ,</td><td>794,403</td><td>Village 7 Gen. Commercial</td><td></td></t<> | - 15 | 7,067 | | , , | , , | 794,403 | Village 7 Gen. Commercial | |
| 2020 Village 1 - 9,209,200 13,874,818 4,856,186 46,610 Village 2 - 11,511,500 17,014,573 5,955,100 57,157 Village 4 3,890,250 18,433,800 31,136,328 10,897,715 104,596 Village 5 5,467,500 25,515,000 43,576,007 15,251,602 146,385 Village 6 6,437,100 - - - - - Gen. Commercial - 6,722,930 13,246,074 4,661,26 44,498 Open Space - - 23,776,539 8,321,789 79,873 Village 1 - - 23,776,539 8,321,789 79,873 Village 3 5,386,500 - 5,386,500 1,885,275 18,095 Village 4 - 18,154,500 51,057,232 17,870,031 171,1517 Village 5 5,467,500 25,515,000 76,631,237 26,820,933 25,7427 Village 6 6,32,250 30,039,8000 12,992,463 <td>224</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Open Space</td> <td>Subtotal</td> | 224 | | | | | | Open Space | Subtotal |
| $ \begin{array}{c c c c c c c c c c c c c c c c c c c $ | | , | | | | 1,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | |
| Village 4 3,890,250 18,433,800 31,136,328 10,897,715 104,596 Village 5 5,467,500 25,515,000 43,576,007 15,251,602 146,385 Village 6 6,437,100 2,252,985 21,624 - | 99 121 - | 57,157 | | 17,014,573 | 11,511,500 | | Village 2 | 2020 |
| Village 6 6,437,100 - 6,437,100 2,252,985 21,624 Gen. Commercial Open Space - <td>222</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Village 4</td> <td></td> | 222 | | | | | | Village 4 | |
| Open Space - 1,146,903 401,416 3,853 Subotal 15,794,850 71,392,430 126,431,802 44,251,131 424,722 2021 Village 1 - - 23,776,539 8,321,789 79,873 Village 2 - - 29,381,855 10,283,649 98,702 Village 3 5,386,500 - 5,386,500 1,855,275 18,095 Village 4 - 18,154,500 51,057,232 17,870,031 171,517 Village 6 6,362,250 30,039,800 12,992,463 4,547,362 43,646 Village 7 - - - 1,81310 413,459 3,968 Subtotal 17,216,250 73,709,300 220,975,209 77,341,323 742,322 2022 Village 1 - - - 30,263,310 10,592,159 101,664 Village 3 5,386,500 25,137,000 110,678,124 38,737,343 371,801 Village 4 - - 21,185,116 <td>311 46</td> <td>21,624</td> <td>2,252,985</td> <td>6,437,100</td> <td>25,515,000</td> <td>6,437,100</td> <td>Village 6</td> <td></td> | 311 46 | 21,624 | 2,252,985 | 6,437,100 | 25,515,000 | 6,437,100 | Village 6 | |
| Subtotal 15,794,850 71,392,430 126,431,802 44,251,131 424,722 2021 Village 1 - - 23,776,539 8,321,789 79,873 Village 3 5,386,500 - 29,381,855 10,283,649 98,702 Village 4 - 18,154,500 51,057,232 17,7870,031 171,517 Village 5 5,467,500 25,515,000 76,631,237 26,820,933 257,427 Village 7 - - - - - - Gen. Commercial Open Space - - - - - - 2022 Village 1 - - - 24,489,835 8,571,442 82,269 Village 2 - - - 71,286,083 39,682 239,478 Village 5 5,467,500 25,137,000 10,934,595 3,827,108 36,733 Village 3 5,386,500 25,137,000 10,934,595 3,827,108 36,733 Village 4 - <td< td=""><td>94 8</td><td></td><td></td><td></td><td></td><td>-</td><td></td><td></td></td<> | 94 8 | | | | | - | | |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $ | 902 | | | - | | | Spen Space | Subtotal |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $ | 170 | 70 973 | 9 221 790 | 22 776 520 | | | Village 1 | 2021 |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $ | 210 | | | | - | - | | 2021 |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $ | 38 | | | | - | 5,386,500 | | |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $ | 364 546 | | , , | | | - 5 467 500 | | |
| Open Space - - 1,181,310 413,459 3,968 Subtotal 17,216,250 73,709,300 220,975,209 77,341,323 742,322 2022 Village 1 - - 24,489,835 8,571,442 82,269 Village 2 - - 30,263,310 10,592,159 101,664 Village 3 5,386,500 25,137,000 10,934,595 3,827,108 36,733 Village 4 - - 71,288,084 24,950,829 239,478 Village 5 5,467,500 25,515,000 110,678,124 38,737,343 371,801 Village 6 - 29,690,500 44,323,231 15,513,131 148,895 Village 7 6,037,500 - 6,037,500 2,1185,116 7,414,790 71,167 Open Space - - 1,216,750 425,862 4,087 Subtotal 16,891,500 80,342,500 320,416,544 112,145,790 1,076,375 2023 Village 1 - - < | 93 | 43,646 | 4,547,362 | 12,992,463 | | | Village 6 Village 7 | |
| Subtotal 17,216,250 73,709,300 220,975,209 77,341,323 742,322 2022 Village 1 - - 24,489,835 8,571,442 82,269 Village 2 - - 30,263,310 10,592,159 101,664 Village 3 5,386,500 25,137,000 10,934,595 3,827,108 36,733 Village 4 - - 71,288,084 24,950,829 239,478 Village 5 5,467,500 25,515,000 110,678,124 38,737,343 371,801 Village 6 - 29,690,500 44,323,231 15,513,131 148,895 Village 7 6,037,500 - 6,037,500 2,118,5116 7,414,790 71,167 Open Space - - 1,216,750 425,862 4,087 Subtotal 16,891,500 80,342,500 320,416,544 112,145,790 1,076,375 2023 Village 1 - - 25,137,000 37,153,743 13,003,810 124,811 Village 2 -< | 147 8 | | | | - | - | | |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $ | 1,576 | | | | 73,709,300 | 17,216,250 | | Subtotal |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $ | 175 216 | | | , , | - | - | | 2022 |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $ | 78 | | | | 25,137,000 | 5,386,500 | Village 3 | |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 508 | | | | - | - | - | |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $ | 789 316 | | | | | 5,467,500 | | |
| Open Space - 1,216,750 425,862 4,087 Subtotal 16,891,500 80,342,500 320,416,544 112,145,790 1,076,375 2023 Village 1 - - 25,224,530 8,828,586 84,737 Village 2 - - 31,171,210 10,909,923 104,713 Village 3 - 25,137,000 37,153,743 13,003,810 124,811 Village 4 - - 73,426,726 25,699,354 246,662 Village 5 - 25,515,000 140,278,918 49,097,621 471,239 Village 6 - - 76,234,143 26,681,950 256,093 Village 7 - 28,175,000 6,218,625 2,176,519 20,890 Gen. Commercial - - 21,820,669 7,637,234 73,302 Open Space - - 1,253,252 438,638 4,210 - | 43 | | | | - | 6,037,500 | | |
| Subtotal 16,891,500 80,342,500 320,416,544 112,145,790 1,076,375 2023 Village 1 - - 25,224,530 8,828,586 84,737 Village 2 - - 31,171,210 10,909,923 104,713 Village 3 - 25,137,000 37,153,743 13,003,810 124,811 Village 4 - - 73,426,726 25,699,354 246,662 Village 5 - 25,515,000 140,278,918 49,097,621 471,239 Village 6 - - 76,234,143 26,681,950 256,093 Village 7 - 28,175,000 6,218,625 2,176,519 20,890 Gen. Commercial - - 21,820,669 7,637,234 73,302 Open Space - - 1,253,252 438,638 4,210 | 151 | | | | - | - | | |
| Village 2 - - 31,171,210 10,909,923 104,713 Village 3 - 25,137,000 37,153,743 13,003,810 124,811 Village 4 - - 73,426,726 25,699,354 246,662 Village 5 - 25,515,000 140,278,918 49,097,621 471,239 Village 6 - - 76,234,143 26,681,950 256,093 Village 7 - 28,175,000 6,218,625 2,176,519 20,890 Gen. Commercial - - 21,820,669 7,637,234 73,302 Open Space - - 1,253,252 438,638 4,210 | 2,285 | | | | 80,342,500 | 16,891,500 | Open Space | Subtotal |
| Village 2 - - 31,171,210 10,909,923 104,713 Village 3 - 25,137,000 37,153,743 13,003,810 124,811 Village 4 - - 73,426,726 25,699,354 246,662 Village 5 - 25,515,000 140,278,918 49,097,621 471,239 Village 6 - - 76,234,143 26,681,950 256,093 Village 7 - 28,175,000 6,218,625 2,176,519 20,890 Gen. Commercial - - 21,820,669 7,637,234 73,302 Open Space - - 1,253,252 438,638 4,210 | | 04 727 | 0 0 0 0 50 7 | 05 004 500 | | | V:11 1 | 2022 |
| Village 3 - 25,137,000 37,153,743 13,003,810 124,811 Village 4 - - 73,426,726 25,699,354 246,662 Village 5 - 25,515,000 140,278,918 49,097,621 471,239 Village 6 - - 76,234,143 26,681,950 256,093 Village 7 - 28,175,000 6,218,625 2,176,519 20,890 Gen. Commercial - - 21,820,669 7,637,234 73,302 Open Space - - 1,253,252 438,638 4,210 | 180 222 | | | | - | - | | 2023 |
| Village 4 - - 73,426,726 25,699,354 246,662 Village 5 - 25,515,000 140,278,918 49,097,621 471,239 Village 6 - - 76,234,143 26,681,950 256,093 Village 7 - 28,175,000 6,218,625 2,176,519 20,890 Gen. Commercial - - 21,820,669 7,637,234 73,302 Open Space - - 1,253,252 438,638 4,210 | 265 | | | | 25,137,000 | - | | |
| Village 6 - - 76,234,143 26,681,950 256,093 Village 7 - 28,175,000 6,218,625 2,176,519 20,890 Gen. Commercial - - 21,820,669 7,637,234 73,302 Open Space - - 1,253,252 438,638 4,210 | 524 | 246,662 | 25,699,354 | 73,426,726 | - | - | Village 4 | |
| Village 7 - 28,175,000 6,218,625 2,176,519 20,890 Gen. Commercial - - 21,820,669 7,637,234 73,302 Open Space - - 1,253,252 438,638 4,210 | 1,000 | | | | 25,515,000 | - | - | |
| Gen. Commercial - - 21,820,669 7,637,234 73,302 Open Space - - 1,253,252 438,638 4,210 | 544 44 | | | | 28.175.000 | - | | |
| | 156 | | | | | - | - | |
| | ç | | | | | | Open Space | |
| Subtotal - 78,827,000 412,781,816 144,473,635 1,386,658 | 2,943 | 1,386,658 | 144,473,635 | 412,781,816 | 78,827,000 | - | | Subtotal |

| | | E | | PENDIX 3 OF SPARKS PROPERTY TAX I | REVENUE | | |
|------------|-------------------------------|---|--|---|---|-----------------------------------|--------------------------|
| YEAR | USE <u>TYPE</u> | ADDED TAX. LAND <u>VALUE (\$)</u> | ADDED TAX. IMPROVEMENT <u>VALUE (\$)</u> | CUMULATIVE TOTAL TAX. <u>VALUE (\$)</u> | CUMULATIVE ASSESSED <u>VALUE (\$)</u> | GENERAL FUND <u>REVENUE</u> | AB 104 <u>REVENUE</u> |
| 2024 | Village 1 | | | 25.091.266 | 0.002.442 | 87.270 | 195 |
| 2024 | Village 1 Village 2 | - | - | 25,981,266 32,106,346 | 9,093,443 11,237,221 | 87,279 107,855 | 185 229 |
| | Village 3 | - | - | 64,159,465 | 22,455,813 | 215,531 | 458 |
| | Village 4 | - | - | 75,629,528 | 26,470,335 | 254,062 | 539 |
| | Village 5 | - | - | 170,767,735 | 59,768,707 | 573,660 | 1,218 |
| | Village 6 | - | - | 78,521,167 | 27,482,408 | 263,776 | 560 |
| | Village 7 | - | - | 35,425,434 | 12,398,902 | 119,005 | 253 |
| | Gen. Commercial | - | - | 22,475,289 | 7,866,351 | 75,501 | 160 |
| C-liteta l | Open Space | - | | 1,290,850 | 451,797 | 4,336 | 9 |
| Subtotal | | - | - | 506,357,080 | 177,224,978 | 1,701,005 | 3,611 |
| 2025 | Village 1 | - | - | 26,760,704 | 9,366,246 | 89,897 | 191 |
| | Village 2 | - | - | 33,069,536 | 11,574,338 | 111,090 | 236 |
| | Village 3 | - | - | 66,084,249 | 23,129,487 | 221,997 | 471 |
| | Village 4 | - | - | 77,898,414 | 27,264,445 | 261,684 | 555 |
| | Village 5 | - | - | 175,890,767 | 61,561,768 | 590,870 | 1,254 |
| | Village 6 Village 7 | - | - | 80,876,802 36,488,197 | 28,306,881 12,770,869 | 271,689 122,575 | 577 260 |
| | Gen. Commercial | - | - | 23,149,548 | 8,102,342 | 77,766 | 260 165 |
| | Open Space | - | - | 1,329,575 | 465,351 | 4,466 | 9 |
| Subtotal | open space | | - | 521,547,792 | 182,541,727 | 1,752,035 | 3,719 |
| | | | | | | | |
| 2026 | Village 1 | - | - | 27,563,525 | 9,647,234 | 92,594 | 197 |
| | Village 2 | - | - | 34,061,622 | 11,921,568 | 114,423 | 243 |
| | Village 3 | - | - | 68,066,777 | 23,823,372 | 228,657 | 485 572 |
| | Village 4 Village 5 | - | - | 80,235,366 181,167,490 | 28,082,378 63,408,622 | 269,535 608,596 | 1,292 |
| | Village 6 | - | - | 83,303,106 | 29,156,087 | 279,840 | 594 |
| | Village 7 | - | - | 37,582,843 | 13,153,995 | 126,252 | 268 |
| | Gen. Commercial | - | - | 23,844,034 | 8,345,412 | 80,099 | 170 |
| | Open Space | | - | 1,369,462 | 479,312 | 4,600 | 10 |
| Subtotal | | - | - | 537,194,226 | 188,017,979 | 1,804,597 | 3,831 |
| 2027 | Village 1 | | | 28,390,431 | 9,936,651 | 95,372 | 202 |
| 2027 | Village 2 | - | - | 35,083,471 | 12,279,215 | 117,856 | 202 |
| | Village 3 | - | _ | 70,108,780 | 24,538,073 | 235,516 | 500 |
| | Village 4 | - | - | 82,642,427 | 28,924,850 | 277,621 | 589 |
| | Village 5 | - | - | 186,602,515 | 65,310,880 | 626,854 | 1,331 |
| | Village 6 | - | - | 85,802,199 | 30,030,770 | 288,235 | 612 |
| | Village 7 | - | - | 38,710,328 | 13,548,615 | 130,040 | 276 |
| | Gen. Commercial | - | - | 24,559,355 | 8,595,774 | 82,502 | 175 |
| Subtotal | Open Space | | | 1,410,546 | 493,691 | 4,738 | 10 |
| Subtotal | | - | - | 553,310,053 | 193,658,519 | 1,858,734 | 3,946 |
| 2028 | Village 1 | - | - | 29,242,144 | 10,234,750 | 98,233 | 209 |
| | Village 2 | - | - | 36,135,975 | 12,647,591 | 121,392 | 258 |
| | Village 3 | - | - | 72,212,043 | 25,274,215 | 242,582 | 515 |
| | Village 4 | - | - | 85,121,700 | 29,792,595 | 285,949 | 607 |
| | Village 5 | - | - | 192,200,590 | 67,270,207 | 645,659 | 1,371 |
| | Village 6 | - | - | 88,376,265 | 30,931,693 | 296,882 | 630 |
| | Village 7 | - | - | 39,871,638 | 13,955,073 | 133,941 | 284 |
| | Gen. Commercial Open Space | - | - | 25,296,136 1,452,863 | 8,853,648 508,502 | 84,977 4,881 | 180 10 |
| Subtotal | Open Space | - | | 569,909,355 | <u> </u> | 1,914,496 | 4,064 |
| | | | | | | | |
| 2029 | Village 1 | - | - | 30,119,408 | 10,541,793 | 101,180 | 215 |
| | Village 2 | - | - | 37,220,055 | 13,027,019 | 125,033 | 265 |
| | Village 3 | - | - | 74,378,405 | 26,032,442 | 249,859 | 530 |
| | Village 4 | - | - | 87,675,351 | 30,686,373 | 294,528 | 625 |
| | Village 5 Village 6 | - | - | 197,966,608 91,027,553 | 69,288,313 31,859,644 | 665,029 305,789 | 1,412 649 |
| | Village 7 | - | - | 41,067,787 | 14,373,725 | 137,959 | 293 |
| | Gen. Commercial | - | - | 26,055,020 | 9,119,257 | 87,527 | 186 |
| | Open Space | - | - | 1,496,448 | 523,757 | 5,027 | 11 |
| | -rr | | | | | | |

| | | E | | PENDIX 3 OF SPARKS PROPERTY TAX I | REVENUE | | |
|-------------|-------------------------------|---|--|---|---|-----------------------------------|---|
| <u>YEAR</u> | USE <u>TYPE</u> | ADDED TAX. LAND <u>VALUE (\$)</u> | ADDED TAX. IMPROVEMENT <u>VALUE (\$)</u> | CUMULATIVE TOTAL TAX. <u>VALUE (\$)</u> | CUMULATIVE ASSESSED <u>VALUE (\$)</u> | GENERAL FUND <u>REVENUE</u> | AB 104 <u>REVENUE</u> |
| 2030 | Village 1 | | | 31,022,990 | 10,858,047 | 104,216 | 221 |
| 2030 | Village 2 | - | - | 38,336,656 | 13,417,830 | 128,784 | 273 |
| | Village 3 | - | - | 76,609,757 | 26,813,415 | 257,355 | 546 |
| | Village 4 | - | - | 90,305,612 | 31,606,964 | 303,364 | 644 |
| | Village 5 | - | - | 203,905,606 | 71,366,962 | 684,980 | 1,454 |
| | Village 6 | - | - | 93,758,380 | 32,815,433 | 314,963 | 669 |
| | Village 7 | - | - | 42,299,821 | 14,804,937 | 142,098 | 302 |
| | Gen. Commercial | - | - | 26,836,671 | 9,392,835 | 90,152 | 191 |
| | Open Space | | | 1,541,342 | 539,470 | 5,178 | 11 |
| Subtotal | | - | - | 604,616,834 | 211,615,892 | 2,031,089 | 4,311 |
| 2031 | Village 1 | - | - | 31,953,680 | 11,183,788 | 107,342 | 228 |
| | Village 2 | - | - | 39,486,756 | 13,820,365 | 132,648 | 282 |
| | Village 3 | - | - | 78,908,049 | 27,617,817 | 265,076 | 563 |
| | Village 4 | - | - | 93,014,780 | 32,555,173 | 312,465 | 663 |
| | Village 5 | - | - | 210,022,774 | 73,507,971 | 705,530 | 1,498 |
| | Village 6 | - | - | 96,571,131 | 33,799,896 | 324,411 | 689 |
| | Village 7 | - | - | 43,568,815 | 15,249,085 | 146,361 | 311 |
| | Gen. Commercial | - | - | 27,641,771 | 9,674,620 | 92,857 | 197 |
| Subtotal | Open Space | | | 1,587,582 622,755,339 | <u>555,654</u> 217,964,369 | <u>5,333</u> 2,092,022 | <u> </u> |
| Subtotal | | - | - | 022,155,559 | 217,904,309 | 2,092,022 | 4,441 |
| 2032 | Village 1 | - | - | 32,912,291 | 11,519,302 | 110,562 | 235 |
| | Village 2 | - | - | 40,671,359 | 14,234,975 | 136,627 | 290 |
| | Village 3 | - | - | 81,275,291 | 28,446,352 | 273,028 | 580 |
| | Village 4 | - | - | 95,805,224 | 33,531,828 | 321,838 | 683 |
| | Village 5 | - | - | 216,323,458 | 75,713,210 | 726,695 | 1,543 |
| | Village 6 | - | - | 99,468,265 | 34,813,893 | 334,144 | 709 |
| | Village 7 | - | - | 44,875,880 | 15,706,558 | 150,752 | 320 |
| | Gen. Commercial Open Space | - | - | 28,471,024 1,635,210 | 9,964,858 572,323 | 95,643 5,493 | 203 12 |
| Subtotal | Open Space | | · | <u>641,438,000</u> | 224,503,300 | 2,154,783 | 4,574 |
| Jubiolui | | | | 011,100,000 | | 2,10-1,700 | -,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |
| 2033 | Village 1 | - | - | 33,899,659 | 11,864,881 | 113,879 | 242 |
| | Village 2 | - | - | 41,891,499 | 14,662,025 | 140,726 | 299 |
| | Village 3 | - | - | 83,713,550 | 29,299,742 | 281,219 | 597 |
| | Village 4 | - | - | 98,679,380 | 34,537,783 | 331,494 | 704 |
| | Village 5 | - | - | 222,813,161 | 77,984,606 | 748,496 | 1,589 |
| | Village 6 Village 7 | - | - | 102,452,313 46,222,156 | 35,858,310 16,177,755 | 344,168 155,274 | 731 330 |
| | Gen. Commercial | - | - | 29,325,155 | 10,263,804 | 98,512 | 209 |
| | Open Space | - | - | 1,684,266 | 589,493 | 5,658 | 12 |
| Subtotal | * * | - | - | 660,681,140 | 231,238,399 | 2,219,426 | 4,711 |
| | | | | | | | |
| 2034 | Village 1 | - | - | 34,916,649 | 12,220,827 | 117,295 | 249 |
| | Village 2 | - | - | 43,148,244 | 15,101,885 | 144,948 | 308 |
| | Village 3 | - | - | 86,224,956 | 30,178,735 | 289,655 | 615 725 |
| | Village 4 Village 5 | - | - | 101,639,762 229,497,556 | 35,573,917 80,324,145 | 341,438 770,951 | 725 1,637 |
| | Village 6 | - | - | 105,525,883 | 36,934,059 | 354,493 | 752 |
| | Village 7 | - | - | 47,608,821 | 16,663,087 | 159,932 | 339 |
| | Gen. Commercial | - | - | 30,204,909 | 10,571,718 | 101,467 | 215 |
| | Open Space | | | 1,734,794 | 607,178 | 5,828 | 12 |
| Subtotal | | - | - | 680,501,574 | 238,175,551 | 2,286,009 | 4,853 |
| 2035 | Village 1 | | | 35 064 140 | 12 507 152 | 120 014 | 256 |
| 2035 | Village 1 Village 2 | - | - | 35,964,149 44,442,692 | 12,587,452 15,554,942 | 120,814 149,296 | 256 317 |
| | Village 3 | - | - | 44,442,092 88,811,705 | 31,084,097 | 298,345 | 633 |
| | Village 4 | - | - | 104,688,955 | 36,641,134 | 351,682 | 747 |
| | Village 5 | - | - | 236,382,483 | 82,733,869 | 794,080 | 1,686 |
| | - | | | 108,691,659 | 38,042,081 | 365,128 | 775 |
| | Village 6 | - | - | 100.071.0.77 | | | |
| | Village 6 Village 7 | - | - | 49,037,085 | 17,162,980 | 164,730 | 350 |
| | | - | - | | | | |
| | Village 7 | - | - - - | 49,037,085 | 17,162,980 | 164,730 | 350 |

| | APPENDIX 3 CITY OF SPARKS ESTIMATED REAL PROPERTY TAX REVENUE | | | | | | | | | | | | | | |
|------------------|--|---|--|---|---|---|--|--|--|--|--|--|--|--|--|
| <u>YEAR</u> | USE <u>TYPE</u> | ADDED TAX. LAND <u>VALUE (\$)</u> | ADDED TAX. IMPROVEMENT <u>VALUE (\$)</u> | CUMULATIVE TOTAL TAX. <u>VALUE (\$)</u> | CUMULATIVE ASSESSED <u>VALUE (\$)</u> | GENERAL FUND <u>REVENUE</u> | AB 104 <u>REVENUE</u> | | | | | | | | |
| 2036 | Village 1 Village 2 Village 3 Village 4 Village 5 Village 6 Village 7 Gen. Commercial Open Space | | | 37,043,073 45,775,972 91,476,056 107,829,623 243,473,957 111,952,409 50,508,198 32,044,388 1,840,443 | $\begin{array}{c} 12,965,076\\ 16,021,590\\ 32,016,620\\ 37,740,368\\ 85,215,885\\ 39,183,343\\ 17,677,869\\ 11,215,536\\ 644,155\end{array}$ | 124,439 153,775 307,296 362,232 817,902 376,082 169,672 107,647 6,183 | 264 326 652 769 1,736 798 360 229 13 | | | | | | | | |
| Subtotal | | - | - | 721,944,120 | 252,680,442 | 2,425,227 | 5,148 | | | | | | | | |
| 2037 Subtotal | Village 1 Village 2 Village 3 Village 4 Village 5 Village 6 Village 7 Gen. Commercial Open Space | | - | 38,154,365 47,149,252 94,220,338 111,064,512 250,778,176 115,310,981 52,023,444 33,005,720 1,895,656 743,602,443 | 13,354,028 16,502,238 32,977,118 38,872,579 87,772,362 40,358,843 18,208,205 11,552,002 663,480 260,260,855 | 128,172 158,388 316,514 373,099 842,439 387,364 174,762 110,876 6,368 2,497,984 | 272 336 672 792 1,788 822 371 235 14 5,302 | | | | | | | | |
| TOTAL | | \$ 80,876,963 | \$ 380,221,717 | | | \$ 32,854,535 | \$ 69,741 | | | | | | | | |

APPENDIX 3, ASSUMPTIONS:

1. As the project is not currently located in the City of Sparks, all property tax revenue generated by the project will be net new to the City.

2. Taxable value of land and improvements is estimated in Appendix 1.

3. Land and improvement taxable values are inflated by **3.0%** annually, the maximum allowed increase for owner-occupied properties. This may be conservative for commercial uses in the project, which can increase up to 8% per year.

4. Property tax calculation: Taxable Value X 35% = Assessed Value; Assessed Value/100 X Tax Rate = Property Tax Revenue. Analysis assumes improvements will generate property tax revenue in the year after improvements are made to account for work-in-progress. Land values will generate property tax in the year as developed.

5. City of Sparks General Fund operating tax rate is assumed to remain constant at FY 2017-18 rate of \$ 0.9598 per \$100 of value. Source: City of Sparks Budget, FY 2017-18.

6. City of Sparks is expected to receive **7.49%** of property tax revenue generated by the AB 104 property tax rate of

\$ 0.0272 Source: Nevada Department of Taxation. "Local Gov't Tax Act Distribution." Three-year average FY 2014-15, FY 2015-16, and 2016-17.

| | | EST | APPENDIX 4 CITY OF SPARKS FIMATED SALES TAX I | REVENUE | | |
|-----------------|-------------------------------|-------------------------------------|---|----------------------------------|-------------------------------------|---------------------------------------|
| YEAR | USE <u>TYPE</u> | CONSTR. MATERIALS <u>COST</u> | HOUSEHOLD EXPENDITURES | TOTAL TAXABLE <u>SALES</u> | CCRT SALES TAX <u>REVENUE</u> | AB 104 SALES TAX <u>REVENUE</u> |
| 2018 | Village 1 | \$ - | \$ - 5 | 5 - 5 | 5 - 5 | s - |
| | Village 2 Village 3 | - | - | - | - | - |
| | Village 4 | - | - | - | - | - |
| | Village 5 | - | - | - | - | - |
| | Village 6 | - | - | - | - | - |
| | Village 7 Gen. Commercial | - | - | - | - | - |
| | Open Space | - | - | - | | - |
| Subtotal | | - | - | - | - | - |
| 2019 | Village 1 | 4,709,250 | - | 4,709,250 | 12,624 | 866 |
| | Village 2 | 5,755,750 | - | 5,755,750 | 15,429 | 1,059 |
| | Village 3 | - | - | - | - | - |
| | Village 4 Village 5 | 9,216,900 12,915,000 | - | 9,216,900 12,915,000 | 24,707 34,620 | 1,696 2,376 |
| | Village 6 | - | - | - | - | - |
| | Village 7 | - | - | - | - | - |
| | Gen. Commercial Open Space | 5,378,344 | - | 5,378,344 | 14,417 | 990 |
| Subtotal | Open Space | 37,975,244 | · | 37,975,244 | 101,796 | 6,987 |
| 2020 | | | 001.071 | | | |
| 2020 | Village 1 Village 2 | 4,604,600 5,755,750 | 801,371 979,454 | 5,405,971 6,735,204 | 14,491 18,054 | 995 1,239 |
| | Village 3 | - | - | - | - | - |
| | Village 4 | 9,216,900 | 1,330,032 | 10,546,932 | 28,272 | 1,940 |
| | Village 5 | 12,757,500 | 1,844,332 | 14,601,832 | 39,141 | 2,686 |
| | Village 6 Village 7 | - | - | - | - | - |
| | Gen. Commercial | 3,361,465 | - | 3,361,465 | 9,011 | 618 |
| <u>a 1 1</u> | Open Space | - | - | - | - | - |
| Subtotal | | 35,696,215 | 4,955,188 | 40,651,403 | 108,970 | 7,479 |
| 2021 | Village 1 | - | 1,632,482 | 1,632,482 | 4,376 | 300 |
| | Village 2 | - | 2,017,674 | 2,017,674 | 5,409 | 371 |
| | Village 3 Village 4 | 9,077,250 | 2,739,865 | - 11,817,115 | 31,677 | - 2,174 |
| | Village 5 | 12,757,500 | 3,776,157 | 16,533,657 | 44,320 | 3,042 |
| | Village 6 | 15,019,900 | - | 15,019,900 | 40,262 | 2,763 |
| | Village 7 Gen. Commercial | - | - | - | - | - |
| | Open Space | - | - | - | - | - |
| Subtotal | | 36,854,650 | 10,166,178 | 47,020,828 | 126,043 | 8,651 |
| 2022 | Village 1 | | 1,681,456 | 1,681,456 | 4,507 | 309 |
| 2022 | Village 2 | - | 2,078,205 | 2,078,205 | 5,571 | 382 |
| | Village 3 | 12,568,500 | - | 12,568,500 | 33,691 | 2,312 |
| | Village 4 | - | 4,211,712 | 4,211,712 | 11,290 | 775 |
| | Village 5 Village 6 | 12,757,500 14,845,250 | 5,822,231 2,257,208 | 18,579,731 17,102,458 | 49,805 45,845 | 3,418 3,147 |
| | Village 7 | - | - | - | - | |
| | Gen. Commercial | - | - | - | - | - |
| Subtotal | Open Space | 40,171,250 | 16,050,813 | 56,222,063 | 150,708 | - 10,344 |
| Subtotal | | 40,171,230 | 10,050,815 | 50,222,005 | 150,708 | 10,344 |
| 2023 | Village 1 | - | 1,731,900 | 1,731,900 | 4,643 | 319 |
| | Village 2 Village 3 | - 12,568,500 | 2,140,551 | 2,140,551 14,550,357 | 5,738 39,003 | 394 2,677 |
| | Village 4 | 12,308,300 | 1,981,857 4,338,064 | 14,550,357 4,338,064 | 39,003 11,629 | 2,677 798 |
| | Village 5 | 12,757,500 | 7,987,672 | 20,745,172 | 55,609 | 3,817 |
| | Village 6 | - | 4,622,815 | 4,622,815 | 12,392 | 851 |
| | Village 7 | 14,087,500 | - | 14,087,500 | 37,763 | 2,592 |
| | Gen. Commercial Open Space | - | - | - | - | - |
| Subtotal | A A MARK | 39,413,500 | 22,802,858 | 62,216,358 | 166,776 | 11,447 |
| | | | | | | |

| | | E | APPENDIX 4 CITY OF SPARKS STIMATED SALES TAX I | | | |
|-------------|-------------------------------|-------------------------------------|--|----------------------------------|-------------------------------------|---------------------------------------|
| <u>YEAR</u> | USE <u>TYPE</u> | CONSTR. MATERIALS <u>COST</u> | HOUSEHOLD EXPENDITURES | TOTAL TAXABLE <u>SALES</u> | CCRT SALES TAX <u>REVENUE</u> | AB 104 SALES TAX <u>REVENUE</u> |
| 2024 | Village 1 | - | 1,783,857 | 1,783,857 | 4,782 | 328 |
| | Village 2 | - | 2,204,767 | 2,204,767 | 5,910 | 406 |
| | Village 3 | - | 4,082,625 | 4,082,625 | 10,944 | 751 |
| | Village 4 | - | 4,468,206 | 4,468,206 | 11,977 | 822 |
| | Village 5 | - | 10,277,799 | 10,277,799 | 27,551 | 1,891 876 |
| | Village 6 Village 7 | - | 4,761,500 2,006,944 | 4,761,500 2,006,944 | 12,764 5,380 | 369 |
| | Gen. Commercial | - | - | - | - | - |
| | Open Space | | - | - | - | - |
| Subtotal | | - | 29,585,697 | 29,585,697 | 79,307 | 5,443 |
| 2025 | Village 1 | - | 1,837,373 | 1,837,373 | 4,925 | 338 |
| | Village 2 | - | 2,270,910 | 2,270,910 | 6,087 | 418 |
| | Village 3 | - | 4,205,103 | 4,205,103 | 11,272 | 774 |
| | Village 4 | - | 4,602,252 | 4,602,252 | 12,337 | 847 |
| | Village 5 | - | 10,586,133 | 10,586,133 | 28,377 | 1,948 902 |
| | Village 6 Village 7 | - | 4,904,344 2,067,153 | 4,904,344 2,067,153 | 13,147 5,541 | 380 |
| | Gen. Commercial | _ | - | - | - | - |
| | Open Space | | | | | |
| Subtotal | | • | 30,473,268 | 30,473,268 | 81,686 | 5,607 |
| 2026 | Village 1 | - | 1,892,494 | 1,892,494 | 5,073 | 348 |
| | Village 2 | - | 2,339,038 | 2,339,038 | 6,270 | 430 |
| | Village 3 | - | 4,331,256 | 4,331,256 | 11,610 | 797 |
| | Village 4 | - | 4,740,320 | 4,740,320 | 12,707 | 872 |
| | Village 5 | - | 10,903,716 | 10,903,716 | 29,228 | 2,006 |
| | Village 6 Village 7 | - | 5,051,475 | 5,051,475 | 13,541 5,707 | 929 392 |
| | Gen. Commercial | - | 2,129,167 | 2,129,167 | | |
| Subtotal | Open Space | <u> </u> | 31,387,466 | | 84,137 | - 5,775 |
| Subtotui | | | 01,001,100 | 51,567,100 | 01,107 | 5,110 |
| 2027 | Village 1 | - | 1,949,269 | 1,949,269 | 5,225 | 359 |
| | Village 2 | - | 2,409,209 | 2,409,209 | 6,458 | 443 |
| | Village 3 | - | 4,461,194 | 4,461,194 | 11,959 | 821 |
| | Village 4 Village 5 | - | 4,882,529 11,230,828 | 4,882,529 11,230,828 | 13,088 30,105 | 898 2,066 |
| | Village 6 | - | 5,203,019 | 5,203,019 | 13,947 | 2,000 |
| | Village 7 | - | 2,193,042 | 2,193,042 | 5,879 | 403 |
| | Gen. Commercial | - | - | - | - | - |
| Subtotal | Open Space | | 32,329,090 | | <u> </u> | - 5,948 |
| Subtotal | | | | 52,323,030 | | 3,740 |
| 2028 | Village 1 | - | 2,007,747 | 2,007,747 | 5,382 | 369 |
| | Village 2 | - | 2,481,485 | 2,481,485 | 6,652 | 457 |
| | Village 3 Village 4 | - | 4,595,030 5,029,005 | 4,595,030 5,029,005 | 12,317 13,481 | 845 925 |
| | Village 5 | - | 11,567,753 | 11,567,753 | 31,008 | 2,128 |
| | Village 6 | - | 5,359,110 | 5,359,110 | 14,366 | 986 |
| | Village 7 | - | 2,258,833 | 2,258,833 | 6,055 | 416 |
| | Gen. Commercial Open Space | - | - | - | - | - |
| Subtotal | A A | - | 33,298,963 | 33,298,963 | 89,261 | 6,126 |
| 2029 | Village 1 | | 2,067,979 | 2,067,979 | 5,543 | 380 |
| 2027 | Village 2 | - | 2,555,930 | 2,555,930 | 6,851 | 470 |
| | Village 3 | - | 4,732,881 | 4,732,881 | 12,687 | 871 |
| | Village 4 | - | 5,179,875 | 5,179,875 | 13,885 | 953 |
| | Village 5 | - | 11,914,785 | 11,914,785 | 31,939 | 2,192 |
| | Village 6 | - | 5,519,883 | 5,519,883 | 14,797 | 1,016 |
| | Village 7 Gen. Commercial | - | 2,326,598 | 2,326,598 | 6,237 | 428 |
| | Open Space | - | - | - | - | - |
| Subtotal | - • | - | 34,297,932 | 34,297,932 | 91,939 | 6,310 |
| | | | | | | |

| | | E | APPENDIX 4 CITY OF SPARKS STIMATED SALES TAX I | | | |
|-------------|-------------------------------|-------------------------------------|--|----------------------------------|-------------------------------------|---------------------------------------|
| <u>YEAR</u> | USE <u>TYPE</u> | CONSTR. MATERIALS <u>COST</u> | HOUSEHOLD EXPENDITURES | TOTAL TAXABLE <u>SALES</u> | CCRT SALES TAX <u>REVENUE</u> | AB 104 SALES TAX <u>REVENUE</u> |
| 2030 | Village 1 | - | 2,130,019 | 2,130,019 | 5,710 | 392 |
| | Village 2 | - | 2,632,607 | 2,632,607 | 7,057 | 484 |
| | Village 3 | - | 4,874,867 | 4,874,867 | 13,068 | 897 |
| | Village 4 | - | 5,335,271 | 5,335,271 | 14,302 | 982 |
| | Village 5 | - | 12,272,229 | 12,272,229 | 32,897 | 2,258 |
| | Village 6 Village 7 | - | 5,685,479 2,396,396 | 5,685,479 | 15,240 6,424 | 1,046 441 |
| | Gen. Commercial | - | 2,590,590 | 2,396,396 | - 0,424 | - 441 |
| | Open Space | - | - | - | - | - |
| Subtotal | | - | 35,326,870 | 35,326,870 | 94,697 | 6,499 |
| 2031 | Village 1 | - | 2,193,919 | 2,193,919 | 5,881 | 404 |
| | Village 2 | - | 2,711,586 | 2,711,586 | 7,269 | 499 |
| | Village 3 | - | 5,021,113 | 5,021,113 | 13,460 | 924 |
| | Village 4 | - | 5,495,330 | 5,495,330 | 14,731 | 1,011 |
| | Village 5 | - | 12,640,396 | 12,640,396 | 33,884 | 2,326 |
| | Village 6 Village 7 | - | 5,856,044 2,468,288 | 5,856,044 2,468,288 | 15,698 6,616 | 1,077 454 |
| | Gen. Commercial | - | - | - | - | - |
| | Open Space | - | - | - | - | - |
| Subtotal | | - | 36,386,676 | 36,386,676 | 97,538 | 6,694 |
| 2032 | Village 1 | - | 2,259,737 | 2,259,737 | 6,057 | 416 |
| | Village 2 | - | 2,792,933 | 2,792,933 | 7,487 | 514 |
| | Village 3 | - | 5,171,747 | 5,171,747 | 13,863 | 952 |
| | Village 4 | - | 5,660,189 | 5,660,189 | 15,173 | 1,041 |
| | Village 5 | - | 13,019,608 | 13,019,608 | 34,900 | 2,395 |
| | Village 6 Village 7 | - | 6,031,725 | 6,031,725 | 16,169 6,815 | 1,110 468 |
| | Gen. Commercial | - | 2,542,337 | 2,542,337 | | - 408 |
| Subtotal | Open Space | | 37,478,276 | - 37,478,276 | - 100,464 | 6,895 |
| Subtotal | | | 51,410,210 | 57,470,270 | 100,404 | 0,075 |
| 2033 | Village 1 | - | 2,327,529 | 2,327,529 | 6,239 | 428 |
| | Village 2 | - | 2,876,721 | 2,876,721 | 7,711 | 529 |
| | Village 3 | - | 5,326,899 | 5,326,899 | 14,279 | 980 |
| | Village 4 Village 5 | - | 5,829,995 13,410,196 | 5,829,995 13,410,196 | 15,628 35,947 | 1,073 2,467 |
| | Village 6 | - | 6,212,677 | 6,212,677 | 16,654 | 1,143 |
| | Village 7 | - | 2,618,607 | 2,618,607 | 7,019 | 482 |
| | Gen. Commercial | - | - | - | - | - |
| Subtotal | Open Space | | 38,602,624 | - 38,602,624 | - 103,478 | - 7,102 |
| Subtotal | | | 38,002,024 | 38,002,024 | 103,478 | 7,102 |
| 2034 | Village 1 | - | 2,397,355 | 2,397,355 | 6,426 | 441 |
| | Village 2 | - | 2,963,023 | 2,963,023 | 7,943 | 545 |
| | Village 3 Village 4 | - | 5,486,706 6,004,895 | 5,486,706 6,004,895 | 14,708 16,097 | 1,009 1,105 |
| | Village 5 | - | 13,812,502 | 13,812,502 | 37,026 | 2,541 |
| | Village 6 | - | 6,399,057 | 6,399,057 | 17,153 | 1,177 |
| | Village 7 | - | 2,697,165 | 2,697,165 | 7,230 | 496 |
| | Gen. Commercial Open Space | - | - | - | - | - |
| Subtotal | | - | 39,760,703 | 39,760,703 | 106,582 | 7,315 |
| 2025 | X7'11 4 | | 0.450.05 | 0.170.075 | | |
| 2035 | Village 1 | - | 2,469,276 | 2,469,276 | 6,619 8,181 | 454 561 |
| | Village 2 Village 3 | - | 3,051,914 5,651,307 | 3,051,914 5,651,307 | 15,149 | 1,040 |
| | Village 4 | - | 6,185,042 | 6,185,042 | 16,580 | 1,040 |
| | Village 5 | - | 14,226,877 | 14,226,877 | 38,136 | 2,617 |
| | Village 6 | - | 6,591,029 | 6,591,029 | 17,668 | 1,213 |
| | Village 7 | - | 2,778,080 | 2,778,080 | 7,447 | 511 |
| | Gen. Commercial | - | - | - | - | - |
| Subtotal | Open Space | <u>-</u> | 40,953,524 | 40,953,524 | <u> </u> | - 7,535 |
| Subtotal | | | 40,955,524 | 40,933,324 | 109,779 | 1,535 |

| | APPENDIX 4 CITY OF SPARKS ESTIMATED SALES TAX REVENUE | | | | | | | | | | | | | | |
|------------------|--|--------------------------------------|--|---|---|--|--|--|--|--|--|--|--|--|--|
| <u>YEAR</u> | USE <u>TYPE</u> | CONSTR. MATERIALS <u>COST</u> | HOUSEHOLD <u>EXPENDITURES</u> | TOTAL TAXABLE <u>SALES</u> | CCRT SALES TAX <u>REVENUE</u> | AB 104 SALES TAX <u>REVENUE</u> | | | | | | | | | |
| 2036 | Village 1 Village 2 Village 3 Village 4 Village 5 Village 6 Village 7 Gen. Commercial Open Space | | 2,543,354 3,143,471 5,820,846 6,370,593 14,653,683 6,788,760 2,861,423 | 2,543,354 3,143,471 5,820,846 6,370,593 14,653,683 6,788,760 2,861,423 | 6,818 8,426 15,603 17,077 39,280 18,198 7,670 | 468 578 1,071 1,172 2,696 1,249 526 | | | | | | | | | |
| Subtotal | open space | - | 42,182,130 | 42,182,130 | 113,073 | 7,761 | | | | | | | | | |
| 2037 Subtotal | Village 1 Village 2 Village 3 Village 4 Village 5 Village 6 Village 7 Gen. Commercial Open Space | - - - - - - - - | 2,619,654 3,237,775 5,995,472 6,561,711 15,093,294 6,992,423 2,947,265 - - - 43,447,594 | 2,619,654 3,237,775 5,995,472 6,561,711 15,093,294 6,992,423 2,947,265 - - - | 7,022 8,679 16,071 17,589 40,459 18,744 7,900 - - - 116,465 | 482 596 1,103 1,207 2,777 1,286 542 - - - 7,994 | | | | | | | | | |
| TOTAL | | \$ 190,110,858 | \$ 559,485,851 | \$ | \$ 2,009,359 | <u> </u> | | | | | | | | | |

APPENDIX 4, ASSUMPTIONS:

1. Construction Materials Cost is estimated in Appendix 1.

Household Taxable Sales-estimated based on the number of occupied households, estimated household income, and expenditure information. Household incomes and percent of income spent on taxable items are estimated as follows, based on projected sales price for each village shown in Appendix 1:
 % Spent on Taxable

| | | | % Spent on 1 |
|-----------|-------|--------------|--------------|
| | House | ehold Income | Items |
| Village 1 | \$ | 61,316 | 27.5% |
| Village 2 | \$ | 61,316 | 27.5% |
| Village 3 | \$ | 79,390 | 24.1% |
| Village 4 | \$ | 79,390 | 24.1% |
| Village 5 | \$ | 88,608 | 24.1% |
| Village 6 | \$ | 97,465 | 24.1% |
| Village 7 | \$ | 111,201 | 21.7% |
| | | | |

Affordability calculator created by EEC and Center for Regional Studies, UNR. Percent of household income spent on taxable items from Consumer Expenditure Survey, 2016, Bureau of Labor Statistics, data by corresponding household income range. Estimates are inflated 3% annually.

| 3. Relevant tax rates for the City of Sparks are as follows: | 0.500% | Basic City County R | elief Tax (BCCRT) |
|--|----------------------------------|------------------------|--------------------------------------|
| | 1.750% | Supplemental City C | County Relief Tax (SCCRT) |
| | 0.250% | Fair Share (AB 104) | |
| Distribution of BCCRT and SCCRT sales tax revenue to t | the City of Sparks is calculated | 12.13% | of all Washoe County CCRT revenue. |
| Source: Distribution based on average percentage share of | f Washoe County C-Tax distrib | ution from FY 2014- | 15 to FY 2016-17. Data from Nevada |
| Department of Taxation. "Consolidated Tax Distribution: | Revenue Summary by County | ." | |
| Distribution of AB 104 sales tax revenue to the City of Sp | parks is calculated at | 7.49% | of all Washoe County AB 104 revenue. |
| Source: Distribution based on average percentage share of | f Washoe County AB104 distri | ibution from FY 2014 | 4-15 to FY 2016-17. Data from Nevada |
| Department of Taxation. "Local Government Tax Act Dist | tribution." | | |
| 4. A State administrative fee of 1.75% | of all sales tax revenue is sul | btracted for State use | s. Source: AB 552. |
| | | | |

APPENDIX 5 CITY OF SPARKS ESTIMATED PERMIT AND IMPACT FEE REVENUE

| <u>YEAR</u> | USE <u>TYPE</u> | ESTIMATED BUILDING VALUATION | PRINCIPAL <u>AMOUNT</u> | BUILDING PERMIT <u>REVENUE</u> | PLAN REVIEW <u>REVENUE</u> | | FIRE INSPEC./ PLAN REVIEW <u>REVENUE</u> | | SEWER CONNECT. <u>REVENUE</u> | RESIDENTIAI PARK TAX <u>REVENUE</u> | SANITARY SEWER | FLOOD | <u>I FEE SERVIC</u> REGIONAL <u>PARKS/REC</u> | E AREA #1 FIRE <u>STATION</u> | <u>TOTAL</u> |
|----------------|-------------------------------|------------------------------------|----------------------------|--------------------------------------|----------------------------------|-------------------|--|--------------|-------------------------------------|---|-------------------|-----------|---|-------------------------------------|--------------|
| 2018 | Village 1 | \$ - | \$ 72,262 | \$ 69,083 | \$ 28,905 | \$ 6,300 7,700 | \$ 31,795 | \$ 176,488 | \$ 264,388 | | \$ 13,365 | \$ 26,685 | | \$ 15,300 | |
| | Village 2 Village 3 | - | 88,321 | 84,435 | 35,328 | 7,700 | 38,861 | 215,708 | 323,140 | 55,000 | 16,335 | 32,615 | 42,790 | 18,700 | 110,440 |
| | Village 4 | - | 131,857 | 126,055 | 52,743 | 9,240 | 58,017 | 258,849 | 387,768 | | 19,602 | 39,138 | 51,348 | 22,440 | 132,528 |
| | Village 5 | - | 180,216 | 172,286 | 72,086 | 11,480 | 79,295 | 321,601 | 481,773 | 82,000 | 24,354 | 48,626 | 63,796 | 27,880 | 164,656 |
| | Village 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | Village 7 Gen. Commercial | - | - | - 39,407 | - | - | - | - | - | - | - | - | - | - | - |
| | Open Space | - | 41,221 | - 39,407 | 30,915 | 21,146 | 18,137 | 610,816 | - | - | 24,306 | 46,783 | - | 29,621 | 100,711 |
| Subtota | 1 1 | - | 513,876 | 491,265 | 219,978 | 55,866 | 226,105 | 1,583,462 | 1,457,069 | 248,000 | 97,962 | 193,847 | 192,944 | 113,941 | 598,695 |
| | | | | | | | | | | | | | | | |
| 2019 | Village 1 | 9,418,500 | 70,657 | 67,548 | 28,263 | 6,160 7,700 | 31,089 | 172,566 | 258,512 | | 13,068 | 26,092 | 34,232 42,790 | 14,960 | 88,352 |
| | Village 2 Village 3 | 11,511,500 | 88,321 | 84,435 | 35,328 | 7,700 | 38,861 | 215,708 | 323,140 | 55,000 | 16,335 | 32,615 | 42,790 | 18,700 | 110,440 |
| | Village 4 | 18,433,800 | 131,857 | 126,055 | 52,743 | 9,240 | 58,017 | 258,849 | 387,768 | | 19,602 | 39,138 | 51,348 | 22,440 | 132,528 |
| | Village 5 | 25,830,000 | 178,018 | 170,185 | 71,207 | 11,340 | 78,328 | 317,679 | 475,898 | , | 24,057 | 48,033 | 63,018 | 27,540 | 162,648 |
| | Village 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | Village 7 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | Gen. Commercial Open Space | 10,756,687 | 26,497 | 25,332 | 19,873 | 13,593 | 11,659 | 381,760 | - | - | 15,192 | 29,240 | - | 18,513 | 62,944 |
| Subtota | | 75,950,487 | 495,349 | 473,554 | 207,414 | 48,033 | 217,954 | 1,346,562 | 1,445,319 | 246,000 | 88,254 | 175,118 | 191,388 | 102,153 | 556,912 |
| | | | | | | | | <i>))</i> | , , , , | | | | | ., | |
| 2020 | Village 1 | 9,209,200 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | Village 2 | 11,511,500 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | Village 3 Village 4 | - 18,433,800 | 129,859 | - 124,145 | - 51,944 | - 9,100 | 57,138 | 254,927 | 381,893 | - 65,000 | 19,305 | 38,545 | 50,570 | 22,100 | 130,520 |
| | Village 5 | 25,515,000 | 178,018 | 170,185 | 71,207 | 11,340 | 78,328 | 317,679 | 475,898 | | 24,057 | 48,033 | 63,018 | 27,540 | 162,648 |
| | Village 6 | - | 205,525 | 196,482 | 82,210 | 12,040 | 90,431 | 337,289 | 505,274 | , | 25,542 | 50,998 | 66,908 | 29,240 | 172,688 |
| | Village 7 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | Gen. Commercial | 6,722,930 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtota | Open Space | 71,392,430 | 513,402 | 490.812 | 205,361 | 32,480 | 225,897 | 909,895 | 1,363,065 | | - <u>-</u> 68,904 | - 137,576 | | 78,880 | 465,856 |
| Subtou | u | 71,372,430 | 515,402 | 470,012 | 203,301 | 52,400 | 223,077 | ,0,0,0,0 | 1,505,005 | 252,000 | 00,704 | 157,570 | 100,490 | 70,000 | 405,050 |
| 2021 | Village 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | Village 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | Village 3 Village 4 | - 18,154,500 | 179,805 | 171,893 | 71,922 | 12,600 | 79,114 | 352,976 | 528,775 | 90,000 | 26,730 | 53,370 | 70,020 | 30,600 | 180,720 |
| | Village 5 | 25,515,000 | 178,018 | 170.185 | 71,207 | - 11,340 | 78,328 | - 317,679 | 475,898 | | 24,057 | 48,033 | 63,018 | 27,540 | - 162,648 |
| | Village 6 | 30,039,800 | 203,136 | 194,198 | 81,254 | 11,900 | 89,380 | 333,367 | 499,399 | , | 24,037 | 50,405 | 66,130 | 28,900 | 170,680 |
| | Village 7 | | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | Gen. Commercial | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | Open Space | | | | | | | | | | | | | | |
| Subtota | al | 73,709,300 | 560,958 | 536,276 | 224,383 | 35,840 | 246,822 | 1,004,022 | 1,504,072 | 256,000 | 76,032 | 151,808 | 199,168 | 87,040 | 514,048 |

APPENDIX 5 CITY OF SPARKS ESTIMATED PERMIT AND IMPACT FEE REVENUE

| | | ESTIMATED | | BUILDING | PLAN | CURRENT | FIRE INSPEC./ | REGIONAL | SEWER | RESIDENTIAL | 1 | IMPAC | T FEE SERVIC | E AREA #1 | |
|-------------|--------------------|------------------------------|----------------------------|--------------------------|--------------------------|----------------------------|-------------------------------|------------------------|----------------------------|----------------------------|-------------------|------------------|------------------------------|------------------------|---------------------|
| <u>YEAR</u> | USE <u>TYPE</u> | BUILDING <u>VALUATION</u> | PRINCIPAL <u>AMOUNT</u> | PERMIT <u>REVENUE</u> | REVIEW <u>REVENUE</u> | PLANNING <u>REVENUE</u> | PLAN REVIEW <u>REVENUE</u> | ROAD <u>REVENUE</u> | CONNECT. <u>REVENUE</u> | PARK TAX <u>REVENUE</u> | SANITARY SEWER | FLOOD CONTROL | REGIONAL <u>PARKS/REC</u> | FIRE <u>STATION</u> | TOTAL |
| 2022 | Village 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | Village 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | Village 3 | 25,137,000 | 179,805 | 171,893 | 71,922 | 12,600 | 79,114 | 352,976 | 528,775 | 90,000 | 26,730 | 53,370 | 70,020 | 30,600 | 180,720 |
| | Village 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | Village 5 | 25,515,000 | 178,018 | 170,185 | 71,207 | 11,340 | 78,328 | 317,679 | 475,898 | 81,000 | 24,057 | 48,033 | 63,018 | 27,540 | 162,648 |
| | Village 6 | 29,690,500 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | Village 7 | - | 188,143 | 179,864 | 75,257 | 9,800 | 82,783 | 274,537 | 411,270 | 70,000 | 20,790 | 41,510 | 54,460 | 23,800 | 140,560 |
| | Gen. Commercial | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | Open Space | | - | - | - | - | | - | - | | | | | - | - |
| Subtota | ıl | 80,342,500 | 545,965 | 521,942 | 218,386 | 33,740 | 240,225 | 945,192 | 1,415,942 | 241,000 | 71,577 | 142,913 | 187,498 | 81,940 | 483,928 |
| 2023 | Village 1 | - | - | _ | _ | - | - | _ | - | - | _ | _ | - | _ | _ |
| 2020 | Village 2 | - | - | - | _ | - | - | - | _ | - | - | - | - | - | - |
| | Village 3 | 25,137,000 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | Village 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | Village 5 | 25,515,000 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | Village 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | Village 7 | 28,175,000 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | Gen. Commercial | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | Open Space | | | | | | | | | | | | | | |
| Subtota | ป | 78,827,000 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| TOTAL | L. | \$ 380,221,717 | \$ 2,629,550 | \$ 2,513,850 | \$ 1,075,521 | \$ 205,959 | \$ 1,157,002 | \$ 5,789,133 | \$ 7,185,467 | \$ 1,223,000 | \$ 402,729 | \$ 801,262 | \$ 951.494 | \$ 463,954 | \$ 2,619,439 |

APPENDIX 5, ASSUMPTIONS:

\$

\$

- 1. Building valuation is estimated in Appendix 1. It should be noted that permit fees associated with some residential uses are likely underestimated as construction values provided by the Client and used to estimate permit revenues for the project are lower than those provided by the 2012 International Building Code.
- 2. Principal amount for the calculation of building permit and plan check fee revenue is estimated at follows, principal amount and resulting fees are estimated in the year prior to construction:
 - **993.75** for the first \$100,000.01 of Building Permit Valuation, plus
- **5.60** for each additional \$1,000 thereafter through a value of \$500,000.
- 5,608.75 for the first \$1,000,000.01 of Building Permit Valuation, plus \$ 3.65 for each additional \$1,000 thereafter.

Source: "City of Sparks Permit Fees." Revised October 9, 2017. As the number of commercial buildings is unknown, analysis conservatively assumes one building permit per year.

- 3. Building Permit fee revenue is estimated at **95.60%** of principal amount.
- Building Plan Review fee revenue is estimated at 75.00% of principal amount, except for single family repeats, which are estimated at 40.00% of the principal amount.
- Current Planning Plan Review fee revenue is estimated at 51.30% of the principal amount, except for single family repeats, which are estimated at 51.30% of the principal amount. 140.00 per building.

\$

- Fire Prevention Inspection fee revenue is estimated at Fire Prevention Plan review fee revenue is estimated at
 - 22.00% of the principal amount.

Analysis conservatively assumes all single family homes are repeat units. Source: "City of Sparks Permit Fees." Revised October 9, 2017. Revenue for mechanical, plumbing, and electrical permit fees is not estimated as the construction detai required for these estimates are unknown.

- 4. Regional Road Impact fee (RRIF) revenue is estimated at:
 - Single Family \$ 3,921.96 per dwelling unit.
 - Commercial **\$ 7,011.20** per 1,000 square feet of gross floor area.

Source: "Regional Road Impact Fee (RRIF)." Regional Transportation Commission. 5th Edition, March 20, 2017. Data for North Service Area.

5. Sewer Connection fee revenue is estimated at is not available. \$ 5,875.28 per residential unit. Source: "City of Sparks Permit Fees." Revised October 9, 2017. Connection fees for commercial uses are not estimated as fixture information

| | | | | | | | | | APP | ENDIX 5 | | | | | | | |
|-------------|--------------------|---|----------------------------|--------|---------------------------------|----------------------------------|------------|------------|--|------------------|-------------------|---------------------|------------------|-----------------|---------------------------------------|----------------|-------------------|
| | | | | | | | | | CITY O | F SPARKS | | | | | | | |
| | | | | | | | ESTIN | IAT | ED PERMIT A | ND IMPAC | FEE REVENU | JE | | | | | |
| <u>YEAR</u> | USE <u>TYPE</u> | ESTIMATED BUILDING <u>VALUATION</u> | PRINCIPAL <u>AMOUNT</u> | PE | ILDING ERMIT <u>VENUE</u> | PLAN REVIEW <u>REVENUE</u> | PLANNI | NG | FIRE INSPEC., PLAN REVIEW <u>REVENUE</u> | | CONNECT. | | - | FLOOD | T FEE SERVIC REGIONAL PARKS/REC | FIRE | TOTAL |
| 6. Resider | ntial constructi | on tax for neighbor | rhood parks rev | enue i | is estimate | ed at the lesser | of 1% of t | ouildi | ing permit valuat | ion or \$1,000 | per residential u | init. Given an est | imated Added | Improvements | Value shown in | Appendix 1, 19 | % of building per |
| | | n the following valu | * | | | | | | 01 | , | 1 | | | 1 | | II , , | 51 |
| | | 0 | Village 1 | \$ | 2,093 | | | | | | | | | | | | |
| | | | Village 2 | \$ | 2,093 | | | | | | | | | | | | |
| | | | Village 3 | \$ | 2,793 | | | | | | | | | | | | |
| | | | Village 4 | \$ | 2,793 | | | | | | | | | | | | |
| | | | Village 5 | \$ | 3,150 | | | | | | | | | | | | |
| | | | Village 6 | \$ | 3,493 | | | | | | | | | | | | |
| | | | Village 7 | \$ | 4,025 | | | | | | | d in this calculati | on of residentia | al tax revenue. | Source: Sparks | Municipal Co | le 15.12.0040. |
| 7. The Pro | ject is located | adjacent to the Imp | pact Fees Servi | | | | 1 5 | | | ne following | ees will apply to | the project: | | | | | |
| | | | | | U nit of | Sanitary | Flood | | Regional | F . G. (* | | | | | | | |
| | | | ~ | | easure | Sewer | Contro | | Parks/Rec | Fire Statio | | | | | | | |
| | | | Single Family | | e | \$ 297.00 | \$ 593 | | \$ 778.00 | \$ 340.0 | | | | | | | |
| ~ | | | Commercial | | | \$ 279.00 | \$ 537 | .00 | \$ - | \$ 340.0 |) | | | | | | |

Source: "City of Sparks Permit Fees." Revised October 9, 2017.

| | | | ~~~~ | | APPEN CITY OF | SPARKS | | ~~~~~~ | | | | |
|---|-----------------------------------|---------------------|-------------|---------------------|-------------------------|------------------|---------------------|--------------|---------------------------------|----------------------------|---------------------------------|--------------------------------|
| | Base Year <u>FY 16-17</u> | <u>2018</u> | <u>2019</u> | <u>2020</u> | <u>2021</u> | <u>2022</u> | <u>2023</u> | <u>2024</u> | <u>2025</u> | <u>2026</u> | <u>2027</u> | 1ST 10-YEAR <u>SUBTOTAL</u> |
| GENERAL FUND | | | | | | | | | | | | |
| REVENUE | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Taxes Ad Valorem ¹ | Appendix 3 | \$ 54,831 | \$ 105,697 | \$ 424,722 | \$ 742,322 | \$ 1,076,375 | \$ 1,386,658 | \$ 1,701,005 | \$ 1,752,035 | \$ 1,804,597 | \$ 1,858,734 | \$ 10,906,978 |
| Subtotal | rippendix 5 | <u>\$ 54,831</u> | | <u> </u> | \$ 742,322 | \$ 1,076,375 | | | \$ 1,752,035 | \$ 1,804,597 | | <u>\$ 10,906,978</u> |
| | | | | | | | | | | | | |
| Licenses and Permits Business Licenses ³ | \$ 5,878,303 | \$ | \$ - | \$ 45.831 | \$ 94,031 | \$ 142,337 | \$ 198,304 | \$ 254,380 | \$ 262,011 | \$ 269,872 | \$ 277,968 | \$ 1,544,734 |
| Liquor Licenses ³ | ³ 5,878,505 252,674 | φ - | φ - | ⁴ 43,831 | 4,042 | 6,118 | \$ 178,504 8,524 | | ^{\$} 202,011 11,262 | ⁽⁴⁾ 200,872 | ^{\$} 277,908 11,948 | ¢ 1,544,754 66,399 |
| City Gaming Licenses ² | 554,193 | - | - | - | - | - | | - | - | - | - | •••• |
| Franchise Fees ³ | 4,416,852 | - | - | 34,437 | 70,653 | 106,950 | 149,002 | 191,137 | 196,871 | 202,777 | 208,860 | 1,160,685 |
| Nonbusiness Licenses and Permits ³ | 53,249 | - | - | 415 | 852 | 1,289 | 1,796 | | 2,373 | 2,445 | 2,518 | 13,993 |
| Subtotal | \$ 11,155,271 | \$ - | \$ - | \$ 82,653 | | \$ 256,695 | | | \$ 472,518 | \$ 486,693 | \$ 501,294 | \$ 2,785,811 |
| L () D | | | | | | | | | | | | |
| Intergovernmental Revenue Consolidated Tax-CCRT Revenue ⁴ | | ¢ | A 101 50 C | ¢ 100.0 7 0 | ¢ 100010 | * 150 500 | | ¢ 50.205 | ¢ 01.505 | • • • • • • • • • • | () | ¢ 00<004 |
| | Appendix 4 | \$ - | \$ 101,796 | \$ 108,970 | | | | | | | . , | . , |
| Consolidated Tax-Other Revenue ⁵ | \$ 3,643,715 | - | - | 28,409 | 58,286 | 88,229 | 122,920 | 157,679 | 162,410 | 167,282 | 172,301 | 957,516 |
| State Distributive Fund-Sales Tax ⁴ | Appendix 4 | - | 6,987 | 7,479 | 8,651 | 10,344 | 11,447 | 5,443 | 5,607 | 5,775 | 5,948 | 67,680 |
| State Distributive Fund-Other ⁶ | Appendix 3 | 116 | 224 | 902 | 1,576 | 2,285 | 2,943 | 3,611 | 3,719 | 3,831 | 3,946 | 23,152 |
| County Gaming Licenses ² | 389,292 | - | - | - | - | - | - | - | - | - | - | - |
| Other Intergovernmental Revenue' | 551,354 | | | | | | | | | | | <u> </u> |
| Subtotal | | <mark>\$ 116</mark> | \$ 109,007 | \$ 145,759 | <mark>\$ 194,556</mark> | \$ 251,566 | \$ 304,087 | \$ 246,040 | \$ 253,422 | \$ 261,024 | \$ 268,855 | \$ 2,034,432 |
| Charges for Services | | | | | | | | | | | | |
| Building and Zoning Fees ⁷ | \$ 27,305 | \$ - | \$ - | s - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$- | s - |
| Other ⁸ | 2,646,746 | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal | \$ 2,674,051 | <mark>\$ -</mark> | \$ - | <mark>\$ -</mark> | \$- | \$- | <mark>\$ -</mark> | \$- | \$- | \$- | <mark>\$ -</mark> | <mark>\$ -</mark> |
| Fines and Forfaits | | | | | | | | | | | | |
| Fines and Forfeits Fines ³ | ¢ (10,500 | ¢ | ¢ | ¢ 4.020 | ¢ 0.010 | ¢ 15.001 | ¢ 20.800 | ¢ 26.000 | ¢ 27.(12 | ¢ 20.441 | ¢ 20.204 | ¢ 1(2 7 0) |
| 11005 | \$ 619,500 | љ - | р - | \$ 4,830 | \$ 9,910 | \$ 15,001 | \$ 20,899 | \$ 26,808 | \$ 27,613 | \$ 28,441 | \$ 29,294 | \$ 162,796 |
| Miscellaneous | | | | | | | | | | | | |
| Miscellaneous ⁷ | \$ 153,669 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$- |
| REVENUE TOTAL | | \$ 54,948 | \$ 214.704 | \$ 657.964 | \$ 1,116,366 | \$ 1,599,636 | \$ 2,069,269 | \$ 2,432,609 | \$ 2,505,588 | \$ 2,580,755 | \$ 2,658,178 | \$ 15,890,017 |
| | | | | | + 1,110,000 | | | | | | | |

| APPENDIX 6 CITY OF SPARKS | | | | | | | | | | | | | | | | | | | | | | |
|----------------------------------|------------------------------|------------|-----------|-----------------------|-------------------|-------------|----|-------------|----|-------------|------|-------------|-----|---------------------|----|-------------|----|-------------|----|-------------|----|------------------------------|
| | | | | COMP | ARIS | SON OF ES | | | | | ESTI | IMATED C | COS | TS | | | | | | | | |
| EXPENDITURES | Base Year <u>FY 16-17</u> | <u>201</u> | <u>18</u> | <u>2019</u> | | <u>2020</u> | | <u>2021</u> | | <u>2022</u> | | <u>2023</u> | | <u>2024</u> | | <u>2025</u> | | <u>2026</u> | | <u>2027</u> | | Г 10-YEAR J <u>BTOTAL</u> |
| General Government | | | | | | | | | | | | | | | | | | | | | | |
| General Government | | | | | | | | | | | | | | | | | | | | | | |
| Legislative ⁹ | \$ 438,791 | \$ | - | \$ 91 | 9 \$ | 3,320 | \$ | 5,410 | \$ | 7,573 | \$ | 9,999 | \$ | 11,996 | \$ | 12,345 | \$ | 12,705 | \$ | 13,076 | \$ | 77,344 |
| Mayor ⁹ | 109,556 | | - | 23 | 0 | 829 | | 1,351 | | 1,891 | | 2,496 | | 2,995 | | 3,082 | | 3,172 | | 3,265 | | 19,311 |
| Management Services ⁹ | 5,966,619 | | - | 12,50 | 1 | 45,145 | | 73,570 | | 102,982 | | 135,962 | | 163,113 | | 167,868 | | 172,765 | | 177,808 | | 1,051,714 |
| Legal ⁹ | 1,617,935 | | - | 3,39 | 0 | 12,242 | | 19,950 | | 27,925 | | 36,868 | | 44,231 | | 45,520 | | 46,848 | | 48,215 | | 285,187 |
| Financial Services ⁹ | 3,044,757 | | - | 6,37 | 9 | 23,037 | | 37,543 | | 52,552 | | 69,381 | | 83,237 | | 85,663 | | 88,162 | | 90,735 | | 536,688 |
| Community Services ⁹ | 1,032,879 | | - | 2,16 | 4 | 7,815 | | 12,736 | | 17,827 | | 23,536 | | 28,237 | | 29,060 | | 29,907 | | 30,780 | | 182,062 |
| General Government Total | \$ 12,210,537 | \$ | - | \$ 25,58 | 2 \$ | 92,387 | \$ | 150,559 | \$ | 210,751 | \$ | 278,244 | \$ | 333,808 | \$ | 343,537 | \$ | 353,559 | \$ | 363,881 | \$ | 2,152,307 |
| Judicial | | | | | | | | | | | | | | | | | | | | | | |
| Judicial ¹⁰ | \$ 2,123,457 | \$ | - | \$ - | \$ | 16,556 | \$ | 33,967 | \$ | 51,417 | \$ | 71,634 | \$ | 91,891 | \$ | 94,648 | \$ | 97,487 | \$ | 100,412 | \$ | 558,014 |
| Judicial Total | | \$ | - | \$ | - \$ | 16,556 | \$ | 33,967 | \$ | 51,417 | \$ | 71,634 | \$ | <mark>91,891</mark> | \$ | 94,648 | \$ | 97,487 | \$ | 100,412 | \$ | 558,014 |
| Public Safety | | | | | | | | | | | | | | | | | | | | | | |
| Dalias | | | | | | | | | | | | | | | | | | | | | | |
| Police Police ¹¹ | A | ¢ | | ¢ 4.00 | د ۴ | 170 654 | ¢ | 220 (17 | ¢ | 461.006 | ¢ | ()E E 47 | ¢ | 790 526 | ¢ | 012 070 | ¢ | 025 200 | ¢ | 950 224 | ¢ | 4 000 707 |
| Fonce | Appendix 7 | 2 | - | \$ 4,82 | 5\$ | 179,654 | \$ | 320,617 | \$ | 461,896 | \$ | 625,547 | \$ | 789,526 | \$ | 812,079 | \$ | 835,308 | \$ | 859,234 | Þ | 4,888,686 |
| Fire | | | | | | | | | | | | | | | | | | | | | | |
| Fire ¹² | Appendix 8 | \$ | - | \$ 49,62 | 2 \$ | 100,199 | \$ | 148,226 | \$ | 203,841 | \$ | 259,571 | \$ | 267,359 | \$ | 275,379 | \$ | 283,641 | \$ | 292,150 | \$ | 1,879,988 |
| Community Services | | | | | | | | | | | | | | | | | | | | | | |
| Community Services ¹³ | \$ 1,277,098 | \$ | _ | \$ 21,93 | 1 \$ | 22,589 | \$ | 23,267 | \$ | 23,965 | \$ | 24,683 | \$ | 25,424 | \$ | 26,187 | \$ | 26,972 | \$ | 27,781 | \$ | 222,799 |
| | φ 1,277,090 | | | . , | | , | | , | Ψ | , | | , | | , | | , | | , | | , | | , |
| Public Safety Total | | \$ | - | <mark>\$ 76,37</mark> | <mark>8 \$</mark> | 302,442 | \$ | 492,109 | \$ | 689,701 | \$ | 909,802 | \$ | 1,082,309 | \$ | 1,113,645 | \$ | 1,145,921 | \$ | 1,179,165 | \$ | 6,991,473 |
| Public Works | | | | | | | | | | | | | | | | | | | | | | |
| Community Services ¹⁴ | \$ 1,480,919 | \$ | - | \$ 25,43 | 1\$ | 26,194 | \$ | 26,980 | \$ | 27,789 | \$ | 28,623 | \$ | 29,482 | \$ | 30,366 | \$ | 31,277 | \$ | 32,215 | \$ | 258,357 |
| Public Works Total | | \$ | | \$ 25,43 | 1 \$ | 26,194 | \$ | 26,980 | \$ | 27,789 | \$ | 28,623 | \$ | 29,482 | \$ | 30,366 | \$ | 31,277 | \$ | 32,215 | \$ | 258,357 |
| | | Ψ | | - <i>\$</i> 20,40 | - φ | | φ | | Ψ | 21,109 | Ψ | | Ψ | | Ψ | | Ψ | | φ | 02,210 | Ψ | |
| Culture and Recreation | | | | | | | | | | | | | | | | | | | | | | |
| Community Services ¹⁰ | \$ 2,883,027 | \$ | - | \$- | \$ | 22,478 | \$ | 46,118 | \$ | 69,810 | \$ | 97,258 | \$ | 124,761 | \$ | 128,504 | \$ | 132,359 | \$ | 136,330 | \$ | 757,618 |
| Culture and Recreation Total | | \$ | - | \$ | <mark>- \$</mark> | 22,478 | \$ | 46,118 | \$ | 69,810 | \$ | 97,258 | \$ | 124,761 | \$ | 128,504 | \$ | 132,359 | \$ | 136,330 | \$ | 757,618 |

| | APPENDIX 6 CITY OF SPARKS | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|---|-----------------|---------------------|-----------|---------------------|-----------------|-------------|-----------------|-----------------------------------|----|-----------------------------------|----|-----------------------------------|----|------------------------------------|----|------------------------------------|-----------------|-----------------------------|----|----------------------|-----------------|---------------------|
| | COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS | | | | | | | | | | | | | | | | | | | | | | | |
| Community Support | | se Year <u>7 16-17</u> | 2 | <u>2018</u> | | <u>2019</u> | | <u>2020</u> | | <u>2021</u> | | <u>2022</u> | | <u>2023</u> | | <u>2024</u> | | <u>2025</u> | | <u>2026</u> | | <u>2027</u> | | T 10-YEAR BTOTAL |
| Management Services ⁹ | \$ | 268,707 | \$ | - | \$ | 563 | \$ | 2,033 | \$ | 3,313 | \$ | 4,638 | \$ | 6,123 | \$ | 7,346 | \$ | 7,560 | \$ | 7,780 | \$ | 8,008 | \$ | 47,364 |
| Community Support Total | | | \$ | - | \$ | 563 | \$ | 2,033 | \$ | 3,313 | \$ | 4,638 | \$ | 6,123 | \$ | 7,346 | \$ | 7,560 | \$ | 7,780 | \$ | 8,008 | \$ | 47,364 |
| EXPENDITURES SUBTOTAL | | | \$ | - | \$ | 127,954 | \$ | 462,090 | \$ | 753,046 | \$ | 1,054,106 | \$ | 1,391,685 | \$ | 1,669,597 | \$ | 1,718,260 | \$ | 1,768,384 | \$ | 1,820,011 | \$ | 10,765,132 |
| CONTINGENCY | | 3% | \$ | - | \$ | 3,839 | \$ | 13,863 | \$ | 22,591 | \$ | 31,623 | \$ | 41,751 | \$ | 50,088 | \$ | 51,548 | \$ | 53,052 | \$ | 54,600 | \$ | 322,954 |
| EXPENDITURES TOTAL | | | \$ | - | \$ | 131,793 | \$ | 475,953 | \$ | 775,638 | \$ | 1,085,729 | \$ | 1,433,435 | \$ | 1,719,684 | \$ | 1,769,808 | \$ | 1,821,435 | \$ | 1,874,611 | \$ | 11,088,086 |
| GENERAL FUND SURPLUS/(DEFIC | CIT) | | \$ | <mark>54,948</mark> | \$ | <mark>82,911</mark> | \$ | 182,011 | \$ | 340,728 | \$ | 513,907 | \$ | 635,834 | \$ | 712,925 | \$ | 735,780 | \$ | 759,320 | \$ | 783,567 | <mark>\$</mark> | 4,801,931 |
| ROAD FUND | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>REVENUE</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| Licenses and Permits Licenses and Permits ^{3,13} | \$ 1 | ,609,563 | \$ | - | \$ | - | \$ | 12,549 | \$ | 25,747 | \$ | 38,974 | \$ | 54,298 | \$ | 69,653 | \$ | 71,742 | \$ | 73,895 | \$ | 76,112 | \$ | 422,970 |
| Subtotal | | | \$ | - | \$ | - | \$ | 12,549 | \$ | 25,747 | \$ | 38,974 | \$ | 54,298 | \$ | 69,653 | \$ | 71,742 | \$ | 73,895 | \$ | 76,112 | | 422,970 |
| Intergovernmental Revenues County Gasoline Tax ³ State Gasoline Tax ³ | 1 | 665,250 ,793,365 , 458,615 | \$ | - | \$ \$ | - | \$ \$ | 13,982 | \$ \$ | 10,642 28,687 39,329 | _ | 16,108 43,425 59,533 | | 22,442 60,499 82,941 | | 28,788 77,607 106,395 | _ | 29,652 79,935 109,587 | \$ \$ | 30,541 82,333 112,875 | | 31,458 84,803 | | 174,818 471,271 |
| Subtotal | 2 | ,438,015 | Þ | | ¢ | - | þ | 19,109 | ¢ | 39,329 | Þ | 59,533 | Þ | 82,941 | Þ | 100,395 | Þ | 109,587 | þ | 112,875 | Þ | 116,261 | Þ | 646,089 |
| Miscellaneous Interest Earned | \$ | 5,000 | \$ | | <u>\$</u> | | \$ | | \$ | | \$ | | \$ | | \$ | | \$ | | \$ | | \$ | | <u>\$</u> | |
| Subtotal | | | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | Ş | - |
| REVENUE TOTAL | | | \$ | - | \$ | - | \$ | 31,718 | \$ | 65,076 | \$ | 98,507 | \$ | 137,239 | \$ | 176,048 | \$ | 181,329 | \$ | 186,769 | \$ | 192,372 | \$ | 1,069,059 |
| EXPENDITURES | | | | | | | | | | | | | | | | | | | | | | | | |
| Public Works ¹⁶ | Арр | endix 9 | \$ | - | \$ | 784 | \$ | 888,285 | \$ | 888,737 | \$ | 890,382 | \$ | 892,614 | \$ | 894,255 | \$ | 894,428 | \$ | 894,604 | \$ | 894,783 | \$ | 7,138,871 |
| EXPENDITURES SUBTOTAL | | | \$ | - | \$ | <mark>784</mark> | \$ | 888,285 | \$ | 888,737 | \$ | 890,382 | \$ | <u>892,614</u> | \$ | 894,255 | \$ | 894,428 | \$ | 894,604 | \$ | 894,783 | \$ | 7,138,871 |
| CONTINGENCY | | 0% | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| EXPENDITURES TOTAL | | | \$ | - | \$ | 784 | \$ | 888,285 | \$ | 888,737 | \$ | 890,382 | \$ | <u>892,614</u> | \$ | 894,255 | \$ | <mark>894,428</mark> | \$ | 894,604 | \$ | <mark>894,783</mark> | \$ | 7,138,871 |
| ROAD FUND SURPLUS/(DEFICIT) | | | <mark>\$</mark> | - | \$ | (784) | \$ | (856,567) | \$ | (823,661) | \$ | (791,875) | \$ | (755,375) | \$ | (718,207) | \$ | (713,098) | \$ | (707,834) | \$ | (702,411) | <mark>\$</mark> | (6,069,812) |

| | APPENDIX 6 CITY OF SPARKS | | | | | | | | | | | |
|---|------------------------------|--------------|-------------|------------------------------------|------------------|----------------------------------|-------------------|-------------|-------------------------|-------------------------|----------------------------|---------------------------|
| | <u>2028</u> | <u>2029</u> | <u>2030</u> | <u>ON OF ESTIM.</u> <u>2031</u> | <u>ATED REVE</u> | <u>NUE TO EST</u> <u>2033</u> | <u>1MATED CC</u> | <u>2035</u> | <u>2036</u> | <u>2037</u> | 10-YEAR <u>SUBTOTAL</u> | 20-YEAR <u>TOTAL</u> |
| GENERAL FUND | | | | | | | | | | | | |
| <u>REVENUE</u> | | | | | | | | | | | | |
| Taxes | | | | | | | | | | | | |
| Ad Valorem ¹ | \$1,914,496 | \$ 1,971,931 | \$2,031,089 | \$ 2,092,022 | \$ 2,154,783 | \$2,219,426 | \$ 2,286,009 | \$2,354,589 | \$ 2,425,227 | \$ 2,497,984 | \$21,947,557 | \$ 32,854,535 |
| Subtotal | \$1,914,496 | \$ 1,971,931 | \$2,031,089 | \$ 2,092,022 | \$ 2,154,783 | \$2,219,426 | \$ 2,286,009 | \$2,354,589 | \$ 2,425,227 | \$ 2,497,984 | \$21,947,557 | \$ 32,854,535 |
| Licenses and Permits | | | | | | | | | | | | |
| Business Licenses ³ | \$ 286,307 | \$ 294,896 | \$ 303,743 | \$ 312,855 | \$ 322,241 | \$ 331,908 | \$ 341,865 | \$ 352,121 | \$ 362,685 | \$ 373,565 | \$ 3,282,187 | \$ 4,826,921 |
| Liquor Licenses ³ | 12,307 | 12,676 | 13,056 | 13,448 | 13,851 | 14,267 | 14,695 | 15,136 | 15,590 | 16,057 | 141,082 | 207,481 |
| City Gaming Licenses ² | - | - | - | - | - | - | - | - | - | - | - | - |
| Franchise Fees ³ | 215,126 | 221,580 | 228,227 | 235,074 | 242,126 | 249,390 | 256,872 | 264,578 | 272,515 | 280,690 | 2,466,177 | 3,626,862 |
| Nonbusiness Licenses and Permits ³ | 2,594 | 2,671 | 2,751 | 2,834 | 2,919 | 3,007 | 3,097 | 3,190 | 3,285 | 3,384 | 29,732 | 43,725 |
| Subtotal | \$ 516,333 | \$ 531,823 | \$ 547,778 | \$ 564,211 | \$ 581,137 | <mark>\$ 598,571</mark> | \$ 616,528 | \$ 635,024 | <mark>\$ 654,075</mark> | <mark>\$ 673,697</mark> | <mark>\$ 5,919,178</mark> | <mark>\$ 8,704,989</mark> |
| Intergovernmental Revenue | | | | | | | | | | | | |
| Consolidated Tax-CCRT Revenue ⁴ | \$ 89,261 | \$ 91,939 | \$ 94,697 | \$ 97,538 | \$ 100,464 | \$ 103,478 | \$ 106,582 | \$ 109,779 | \$ 113,073 | \$ 116,465 | \$ 1,023,275 | \$ 2,009,359 |
| Consolidated Tax-Other Revenue ⁵ | 177,470 | 182,794 | 188,278 | 193,926 | 199,744 | 205,736 | 211,908 | 218,265 | 224,813 | 231,558 | 2,034,491 | 2,992,007 |
| State Distributive Fund-Sales Tax ⁴ | 6,126 | 6,310 | 6,499 | 6,694 | 6,895 | 7,102 | 7,315 | 7,535 | 7,761 | 7,994 | 70,232 | 137,912 |
| State Distributive Fund-Other ⁶ | 4,064 | 4,186 | 4,311 | 4,441 | 4,574 | 4,711 | 4,853 | 4,998 | 5,148 | 5,302 | 46,588 | 69,741 |
| County Gaming Licenses ² | - | - | - | - | - | - | - | - | - | - | - | - |
| Other Intergovernmental Revenue ⁷ | | | | | | | | | | | | |
| Subtotal | \$ 276,921 | \$ 285,228 | \$ 293,785 | \$ 302,599 | \$ 311,677 | \$ 321,027 | \$ 330,658 | \$ 340,578 | \$ 350,795 | \$ 361,319 | \$ 3,174,586 | \$ 5,209,018 |
| Charges for Services | | | | | | | | | | | | |
| Building and Zoning Fees ⁷ | \$ - | s - | s - | s - | s - | s - | s - | s - | s - | s - | s - | s - |
| Other ⁸ | ÷ - | ÷ - | - | ÷ - | ÷ - | ÷ | - | ÷ - | - | ÷ - | • • | - |
| Subtotal | \$ - | \$- | \$- | \$- | \$- | \$ - | \$ - | \$- | \$ - | \$- | \$- | \$- |
| | | | | | | | | | | | | |
| <u>Fines and Forfeits</u> Fines ³ | ¢ 20.172 | ¢ 01.070 | ¢ 22.0 | ¢ 22.071 | ¢ 22.050 | ¢ 24.070 | ¢ 26.020 | ¢ 07.100 | ¢ 20.222 | ¢ 20.0.00 | ф Э.45.000 | ¢ 500 (05 |
| Fines | \$ 30,173 | \$ 31,078 | \$ 32,011 | \$ 32,971 | \$ 33,960 | \$ 34,979 | \$ 36,028 | \$ 37,109 | \$ 38,222 | \$ 39,369 | \$ 345,902 | \$ 508,697 |
| Miscellaneous | | | | | | | | | | | | |
| Miscellaneous ⁷ | \$ - | \$ - | \$ - | \$- | \$ - | \$ - | \$ - | \$ - | \$ - | \$- | \$ - | \$- |
| | | | | | | | | | | | | |
| REVENUE TOTAL | \$2,737,923 | \$ 2,820,061 | \$2,904,663 | \$ 2,991,803 | \$ 3,081,557 | \$3,174,003 | \$ 3,269,224 | \$3,367,300 | \$ 3,468,319 | \$ 3,572,369 | \$31,387,222 | \$ 47,277,239 |

| | | | | | APPENDIX CITY OF SPAI | | | | | | |
|--|---|--------------------------------------|--------------------------------------|--|----------------------------|--|---|---|--|--|--|
| | | | COMPARIS | | | KKS NUE TO ESTIN | MATED COST | ſS | | | |
| EXPENDITURES | <u>2028</u> | <u>2029</u> | <u>2030</u> | <u>2031</u> | <u>2032</u> | <u>2033</u> | <u>2034</u> | <u>2035</u> | <u>2036</u> <u>2037</u> | 10-YEAR <u>SUBTOTAL</u> | 20-YEAR <u>TOTAL</u> |
| General Government | | | | | | | | | | | |
| Legislative ⁹ Mayor ⁹ Management Services ⁹ Legal ⁹ Financial Services ⁹ Community Services ⁹ | \$ 13,458 3,360 183,004 49,624 93,386 31,680 | 3,458 188,354 51,075 96,117 | 3,560 193,866 52,570 98,930 | \$ 14,675 3,664 199,543 54,109 101,826 34,543 | 3,771 205,390 55,694 | \$ 15,547 5 3,882 211,413 57,328 107,883 36,598 | \$ 16,004 \$ 3,996 217,616 59,010 111,049 37,671 | \$ 16,474 \$ 4,113 224,005 60,742 114,309 38,777 | 16,958 \$ 17,43 4,234 4,33 230,586 237,30 62,527 64,30 117,668 121,12 39,917 41,09 | 55 2,091,141 55 567,043 27 1,067,106 | \$ 231,129 57,707 3,142,855 852,231 1,603,794 544,058 |
| General Government Total | \$ 374,512 | \$ 385,463 | \$ 396,742 | <mark>\$ 408,359</mark> | \$ 420,325 | <mark>\$ 432,650 \$</mark> | <mark>\$ 445,345 \$</mark> | <mark>\$ 458,421 \$</mark> | 471,889 \$ 485,70 | 61 \$ 4,279,467 | \$ 6,431,774 |
| Judicial | | | | | | | | | | | |
| Judicial ¹⁰ | \$ 103,424 | \$ 106,527 | \$ 109,723 | \$ 113,015 | \$ 116,405 | \$ 119,897 5 | \$ 123,494 \$ | \$ 127,199 \$ | 131,015 \$ 134,94 | 15 \$ 1,185,645 | \$ 1,743,659 |
| Judicial Total | <mark>\$ 103,424</mark> | \$ 106,527 | \$ 109,723 | \$ 113,015 | \$ 116,405 | <mark>\$ 119,897</mark> \$ | <mark>\$ 123,494 \$</mark> | <u>127,199</u> | 131,015 \$ 134,94 | 15 \$ 1,185,645 | \$ 1,743,659 |
| Public Safety | | | | | | | | | | | |
| Police Police ¹¹ | \$ 883,878 | \$ 909,261 | \$ 935,406 | \$ 962,334 | \$ 990,071 | \$1,018,640 | \$ 1,048,066 \$ | \$1,078,375 \$ | 1,109,593 \$ 1,141,74 | 47 \$10,077,372 | \$ 14,966,058 |
| <u>Fire</u> Fire ¹² | \$ 300,914 | \$ 309,942 | \$ 319,240 | \$ 328,817 | \$ 338,682 | \$ 348,842 \$ | \$ 359,308 \$ | \$ 370,087 \$ | 381,189 \$ 392,62 | 25 \$ 3,449,647 | \$ 5,329,635 |
| <u>Community Services</u> Community Services ¹³ | \$ 28,615 | \$ 29,473 | \$ 30,358 | \$ 31,268 | \$ 32,206 | \$ 33,173 \$ | \$ 34,168 \$ | \$ 35,193 \$ | 36,249 \$ 37,33 | 36 \$ 328,038 | \$ 550,837 |
| Public Safety Total | \$1,213,407 | \$ 1,248,676 | \$1,285,003 | \$ 1,322,420 | \$ 1,360,959 | \$1,400,655 | <mark>\$ 1,441,541 \$</mark> | <mark>\$1,483,654 </mark> | 1,527,031 \$ 1,571,70 | 9 \$13,855,057 | \$ 20,846,529 |
| Public Works | | | | | | | | | | | |
| Community Services ¹⁴ | \$ 33,182 | \$ 34,177 | \$ 35,203 | \$ 36,259 | \$ 37,346 | \$ 38,467 \$ | \$ 39,621 \$ | \$ 40,809 \$ | 42,034 \$ 43,29 | 95 \$ 380,392 | \$ 638,749 |
| Public Works Total | \$ 33,182 | \$ 34,177 | \$ 35,203 | \$ 36,259 | \$ 37,346 | <mark>\$ 38,467</mark> \$ | \$ | <mark>\$ 40,809 \$</mark> | 42,034 \$ 43,29 | 95 \$ 380,392 | \$ 638,749 |
| Culture and Recreation | | | | | | | | | | | |
| Community Services ¹⁰ | \$ 140,420 | \$ 144,632 | \$ 148,971 | \$ 153,441 | \$ 158,044 | \$ 162,785 | \$ 167,669 \$ | \$ 172,699 \$ | 177,880 \$ 183,2 | .6 \$ 1,609,756 | \$ 2,367,374 |
| Culture and Recreation Total | \$ 140,420 | \$ 144,632 | \$ 148,971 | \$ 153,441 | \$ 158,044 | \$ 162,785 S | <mark>\$ 167,669 \$</mark> | <mark>\$ 172,699 \$</mark> | 177,880 \$ 183,22 | 6 \$ 1,609,756 | \$ 2,367,374 |

| | | | | | | | | C | | PPENDIX Y OF SPAI | | 5 | | | | | | | | | | | | |
|---|--------------------|------------------------------------|-------------------|------------------------------------|------------------|------------------------------------|-----------------|------------------------------------|-----------------|------------------------|-------------------|-------------------|-------------------|-------------------------------------|------------------|----------------|-------------------|-------------------------------------|-------------------|-------------------------------------|-------------------|-----------------------------------|---------|-----------------------------------|
| | | | | | CO | MPARIS | ON (| OF ESTIMA | | | | | IM | ATED CO | STS | 5 | | | | | | | | |
| Community Support | | <u>2028</u> | | <u>2029</u> | | <u>2030</u> | | <u>2031</u> | | <u>2032</u> | | <u>2033</u> | | <u>2034</u> | | <u>2035</u> | | <u>2036</u> | | <u>2037</u> | | 0-YEAR J <u>BTOTAL</u> | | 20-YEAR <u>TOTAL</u> |
| Management Services ⁹ | \$ | 8,242 | \$ | 8,483 | \$ | 8,731 | \$ | 8,986 | \$ | 9,250 | \$ | 9,521 | \$ | 9,800 | \$ | 10,088 | \$ | 10,384 | \$ | 10,690 | \$ | 94,175 | \$ | 141,539 |
| Community Support Total | \$ | 8,242 | \$ | 8,483 | \$ | 8,731 | \$ | <mark>8,986</mark> | \$ | 9,250 | \$ | 9,521 | \$ | <mark>9,800</mark> | \$ | 10,088 | \$ | 10,384 | \$ | 10,690 | \$ | 94,175 | \$ | 141,539 |
| EXPENDITURES SUBTOTAL | <mark>\$1</mark> , | <mark>873,187</mark> | <mark>\$ 1</mark> | ,927,958 | <mark>\$1</mark> | ,984,373 | \$ | 2,042,480 | \$ | 2,102,330 | <mark>\$</mark> 2 | ,163,976 | \$ 2 | 2,227,471 | \$2 | 2,292,870 | \$ 2 | 2,360,232 | <mark>\$</mark> 2 | <mark>2,429,615</mark> | <mark>\$</mark> 2 | 1,404,492 | \$ | 32,169,625 |
| CONTINGENCY | \$ | 56,196 | \$ | 57,839 | \$ | 59,531 | \$ | 61,274 | \$ | 63,070 | \$ | 64,919 | \$ | 66,824 | \$ | 68,786 | \$ | 70,807 | \$ | 72,888 | \$ | 642,135 | \$ | 965,089 |
| EXPENDITURES TOTAL | <mark>\$1</mark> , | 929,383 | <mark>\$ 1</mark> | ,985,797 | \$2 | 2,043,904 | \$ | 2,103,754 | \$ | <mark>2,165,400</mark> | \$2 | ,228,895 | <mark>\$</mark> 2 | 2,294,295 | \$2 | 2,361,657 | <mark>\$</mark> 2 | 2,431,039 | \$ 2 | 2,502,503 | \$2 | 2,046,627 | \$ | 33,134,713 |
| GENERAL FUND SURPLUS/(DEFICIT | [\$ | 808,541 | <mark>\$</mark> | 834,264 | \$ | 860,759 | <mark>\$</mark> | 888,048 | \$ | 916,157 | \$ | 945,109 | \$ | 974,929 | <mark>\$1</mark> | ,005,644 | \$ 1 | l,037,280 | \$ | <mark>1,069,865</mark> | \$ | <mark>9,340,595</mark> | \$ | 14,142,526 |
| ROAD FUND | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>REVENUE</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| Licenses and Permits Licenses and Permits ^{3,13} | \$ | 78,395 | \$ | 80,747 | \$ | 83,169 | \$ | 85,664 | \$ | 88,234 | \$ | 90,881 | \$ | 93,608 | \$ | 96,416 | \$ | 99,308 | \$ | 102,288 | \$ | 898,710 | \$ | 1,321,680 |
| Subtotal | \$ | 78,395 | \$ | 80,747 | \$ | 83,169 | \$ | 85,664 | \$ | 88,234 | \$ | 90,881 | \$ | <mark>93,608</mark> | \$ | 96,416 | \$ | <mark>99,308</mark> | \$ | 102,288 | \$ | 898,710 | \$ | 1,321,680 |
| Intergovernmental Revenues County Gasoline Tax ³ State Gasoline Tax ³ | \$ | 32,401 87,347 119,749 | \$ \$ | 33,374 89,968 123,341 | | 34,375 92,667 127,041 | | 35,406 95,447 130,852 | \$ \$ | 98,310 | | 37,562 101,259 | | 38,689 104,297 142,986 | | 107,426 | \$ | 41,045 110,649 151,694 | | 42,277 113,968 156,245 | | 371,446 1,001,337 1,372,783 | | 546,265 1,472,607 2,018,872 |
| Miscellaneous | Ψ | 117,747 | Ψ | 123,341 | Ψ | 127,041 | Ψ | 130,032 | Ψ | 134,770 | Ψ | 130,021 | Ψ | 142,700 | Ψ | 147,270 | Ψ | 131,074 | Ψ | 150,245 | Ψ | 1,572,705 | Ψ | 2,010,072 |
| Interest Earned' | \$ \$ | | \$ \$ | | \$ | <u> </u> | \$ ¢ | | \$ | | \$ | | \$ ¢ | | \$ ¢ | | \$ ¢ | <u> </u> | \$ ¢ | | \$ ¢ | - | \$ ¢ | <u> </u> |
| Subtotal | | - | | - | Φ | - | φ | - | φ | - | φ | - | φ | - | ø | - | φ | - | Þ | - | φ | - | φ | - |
| REVENUE TOTAL | \$ | <u>198,143</u> | \$ | 204,088 | \$ | 210,210 | \$ | 216,517 | \$ | 223,012 | \$ | 229,703 | \$ | 236,594 | \$ | 243,691 | \$ | 251,002 | \$ | 258,532 | \$ | 2,271,493 | \$ | 3,340,551 |
| EXPENDITURES | | | | | | | | | | | | | | | | | | | | | | | | |
| Public Works ¹⁶ | \$ | 894,967 | \$ | 895,154 | \$ | 895,344 | \$ | 895,539 | \$ | 895,737 | \$ | 895,939 | \$ | 896,146 | \$ | 896,356 | \$ | 896,571 | \$ | 896,790 | \$ | 8,958,543 | \$ | 16,097,414 |
| EXPENDITURES SUBTOTAL | \$ | <mark>894,967</mark> | \$ | 895,154 | \$ | 895,344 | \$ | 895,539 | \$ | 895,737 | \$ | 895,939 | \$ | 896,146 | \$ | 896,356 | \$ | 896,571 | \$ | <u>896,790</u> | \$ | 8,958,543 | \$ | 16,097,414 |
| CONTINGENCY | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| EXPENDITURES TOTAL | \$ | <mark>894,967</mark> | \$ | 895,154 | \$ | 895,344 | \$ | 895,539 | \$ | 895,737 | \$ | 895,939 | \$ | 896,146 | \$ | <u>896,356</u> | \$ | 896,571 | \$ | <mark>896,790</mark> | \$ | <mark>8,958,543</mark> | \$ | 16,097,414 |
| ROAD FUND SURPLUS/(DEFICIT) | <mark>\$</mark> (| <mark>696,823)</mark> | \$ | (691,065) | \$ | (685,133) | \$ | (679,022) | \$ | (672,724) | \$ | (666,236) | \$ | (659,552) | <mark>\$</mark> | (652,664) | \$ | (645,568) | \$ | (638,258) | <mark>\$</mark> (| 6,687,050) | \$ | (12,756,862) |

APPENDIX 6 CITY OF SPARKS COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS

APPENDIX 6, ASSUMPTIONS:

Unless otherwise indicated, the analysis uses Estimated Current Year Ending 6/30/2017 (Fiscal Year 2016-2017) revenue and expenditure data from the City of Sparks Budget, FY 2017-18.

- 1 See Appendix 3 for calculations.
- 2 The analysis is conservative in not estimating the increase in some Sparks business-related revenues resulting from new residents of the development, though this increase is expected to occur. 3 ACM: Revenues are calculated based on estimated FY 2016-17 City of Sparks estimated per capita revenues inflated 3% annually and applied to the estimated annual population of the Project. Per capita revenue is calculated by dividing FY 2016-17 revenue for each source by City of Sparks FY 2016-17 population of 93,581 Source: City of Sparks Budget FY 2017-18. 4 See Appendix 4 for calculations. 5 In addition to CCRT revenue, Consolidated tax for the City includes revenue from Real Property Transfer Tax, GST (MVPT), Cigarette and Liquor taxes. A per capita methodology as explained in footnote 3 is applied to estimate this revenue. Total Washoe County revenues from liquor, cigarette and GST (analysis conservatively does not include RPTT as it is not a recurring revenue) \$ 30,048,968 in FY 2016-2017. City of Sparks is estimated to receive 12.13% of all County C-tax revenue. As a result, the City's portion of GST revenue is sources totaled estimated at \$ 3,643,715 and the ACM is applied to this amount. Source: Nevada Department of Taxation. "Consolidated Tax Distribution." City of Sparks portion of C-tax revenue is based on a three-year average data for FY 2014-15 to FY 2016-17. 6 In addition to sales tax revenue, AB 104 revenue for the City includes revenue from property, gaming, and RPTT taxes and interest. Analysis is conservative in not estimating gaming, RPTT, and interest revenue. Property tax revenue is estimated in Appendix 3. 7 Though the project may generate revenue for the City from these sources, the amount is difficult to estimate and/or expected to be minimal. 8 Charges for services for the City include inter-department and inter-fund transfers, which, though impacted, may be difficult to estimate. Some charges for services revenue, such as false alarms may be generated by the project, but again are difficult to estimate. 9 Administrative service (indirect) costs assumed to be impacted by the project are calculated at 25.7% of direct service costs. Source: Average percent indirect costs of direct costs for FY 2016-17. Source: City of Sparks Budget, FY 2017-18. 10 ACM: Expenditures are calculated based on estimated FY 2016-17 City of Sparks budget per capita costs inflated 3% annually and applied to estimated annual population of the Project. Per capita costs are calculated by dividing FY 2016-17 costs for each source by City of Sparks FY 2016-17 population of 93.581 Source: City of Sparks Budget FY 2017-18. 11 See Appendix 7 for calculations and assumptions. 12 See Appendix 8 for calculations and assumptions. 13 Expenditures for the Public Safety source include traffic signals, signs and other public safety items. Costs associated with these services are estimated by dividing total expenditures for this source of \$ 1,277,098 by the total square feet of City of Sparks streets of 67,541,767 and applying to the number of square feet added by the development of 1.093.280 inflated 3% annually. Source: Expenditures from City of Sparks budget FY 2017-18, City of Sparks streets inventory from City of Sparks Community Services Department.
- 14 Expenditures for the Public Works source include Public Works administrative and facility maintenance costs. Costs associated with these services are estimated by dividing total expenditures for this source of \$ 1.480.919 by the total square feet of City of Sparks streets of 67.541.767 and applying to the number of square feet added by the development of 1.093.280
- \$ 1,480,919 by the total square feet of City of Sparks streets of
 67,541,767 and applying to the number of square feet added by the development of
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- 15 Analysis uses FY 2017-18 amount (instead of FY 2016-17) as it includes the shift of franchise revenues from the Road Fund to the Park & Recreation Project Fund. 16 See Appendix 9 for calculation and assumptions.

| | APPENDIX 7 CITY OF SPARKS POLICE DEPARTMENT COST PROJECTIONS | | | | | | | | | | |
|-------|--|--|---|--------------------------------------|------------------------------|----------------------------|------------------------------|---------------------------------------|----------------------|--|--|
| YEAR | CUMUL. NEW RESIDENTIAL <u>POPULATION</u> | OFFICERS REQUIRED <u>RESIDENTIAL</u> | OFFICERS REQUIRED <u>COMMERCIAL</u> | OFFICERS REQUIRED <u>TOTAL</u> | CIVILIANS <u>REQUIRED</u> | SALARY/ <u>BENEFITS</u> | SERVICES/ <u>SUPPLIES</u> | ANNUALIZED VEHICLE <u>COSTS</u> | TOTAL <u>COST</u> | | |
| 2018 | - | - | - | - | - | \$ - | \$ - | \$ - | \$ - | | |
| 2019 | - | - | 0.04 | 0.04 | 0.01 | 4,662 | 163 | - | 4,825 | | |
| 2020 | 668 | 1.00 | 0.06 | 1.06 | 0.35 | 137,076 | 4,804 | 37,775 | 179,654 | | |
| 2021 | 1,330 | 2.00 | 0.06 | 2.06 | 0.69 | 273,265 | 9,577 | 37,775 | 320,617 | | |
| 2022 | 1,955 | 2.93 | 0.06 | 2.99 | 1.00 | 409,761 | 14,360 | 37,775 | 461,896 | | |
| 2023 | 2,644 | 3.97 | 0.06 | 4.03 | 1.34 | 567,871 | 19,901 | 37,775 | 625,547 | | |
| 2024 | 3,293 | 4.94 | 0.06 | 5.00 | 1.67 | 726,298 | 25,454 | 37,775 | 789,526 | | |
| 2025 | 3,293 | 4.94 | 0.06 | 5.00 | 1.67 | 748,087 | 26,217 | 37,775 | 812,079 | | |
| 2026 | 3,293 | 4.94 | 0.06 | 5.00 | 1.67 | 770,530 | 27,004 | 37,775 | 835,308 | | |
| 2027 | 3,293 | 4.94 | 0.06 | 5.00 | 1.67 | 793,646 | 27,814 | 37,775 | 859,234 | | |
| 2028 | 3,293 | 4.94 | 0.06 | 5.00 | 1.67 | 817,455 | 28,648 | 37,775 | 883,878 | | |
| 2029 | 3,293 | 4.94 | 0.06 | 5.00 | 1.67 | 841,979 | 29,508 | 37,775 | 909,261 | | |
| 2030 | 3,293 | 4.94 | 0.06 | 5.00 | 1.67 | 867,238 | 30,393 | 37,775 | 935,406 | | |
| 2031 | 3,293 | 4.94 | 0.06 | 5.00 | 1.67 | 893,255 | 31,305 | 37,775 | 962,334 | | |
| 2032 | 3,293 | 4.94 | 0.06 | 5.00 | 1.67 | 920,053 | 32,244 | 37,775 | 990,071 | | |
| 2033 | 3,293 | 4.94 | 0.06 | 5.00 | 1.67 | 947,654 | 33,211 | 37,775 | 1,018,640 | | |
| 2034 | 3,293 | 4.94 | 0.06 | 5.00 | 1.67 | 976,084 | 34,208 | 37,775 | 1,048,066 | | |
| 2035 | 3,293 | 4.94 | 0.06 | 5.00 | 1.67 | 1,005,367 | 35,234 | 37,775 | 1,078,375 | | |
| 2036 | 3,293 | 4.94 | 0.06 | 5.00 | 1.67 | 1,035,528 | 36,291 | 37,775 | 1,109,593 | | |
| 2037 | 3,293 | 4.94 | 0.06 | 5.00 | 1.67 | 1,066,593 | 37,380 | 37,775 | 1,141,747 | | |
| TOTAL | | | | | | \$ 13,802,400 | \$ 483,715 | \$ 679,942 | \$ 14,966,058 | | |

APPENDIX 7, ASSUMPTIONS:

1. Population estimates are shown in Appendix 2 of the report.

2. For the residential portion of the analysis, uniformed officer positions are estimated at1.5positions per 1,000 population.For non-uniformed positions, a ratio of0.5positions for every three uniformed positions, is used. Source: City of Sparks Police Department.

3. For General Commercial use, the analysis estimates the number of calls for service generated by the project by using average data for similar projects:

| | Annual CFS | Building Sq.Ft. | (000s) | Project Sq.Ft. | Project CFS | |
|------------|------------|-----------------|--------|----------------|-------------|--|
| Home Depot | 52 | 102,489 | 0.51 | | | |
| Costco | 102 | 148,346 | 0.69 | | | |
| Kohl's | 92 | 87,888 | 1.05 | | | |
| Average | | | 0.75 | 141,570 | 105.79 | |

Source: CFS from City of Sparks Police Department. Comparable project square footage from Washoe County Assessor.

However, many visitors to the commercial portion of the project will be existing residents of the project, calls for service for these residents are estimated above, or existing City of Sparks residents, already generating calls for service for the City. Only non-Sparks residents coming to the project will generate new calls for service for the City. The analysis conservatively assumes 50% of the above General Commercial calls for service will be net new calls for service for the City.

According to a calculation of the number of calls for service handled annually by a police officer, based on the number of hours worked, break time,

vacation time, and other components, an officer is estimated to handle an average of 875 calls for service per year. This results in an estimated

0.06 officer positions for the commercial portion of the project.

Source: City of Sparks Police Department and data from City of Reno Police Department for similar studies.

APPENDIX 7 CITY OF SPARKS POLICE DEPARTMENT COST PROJECTIONS

| 4. The following City of Sparks salary information is | 3% annually. | | | | | |
|---|---------------------|-------|---------------|---------|--------|---|
| | | | Salary | Range | | |
| <u>FY 2017-18</u> | Low | | <u>High</u> | A | verage | |
| Police Officer | \$ 51,730 | \$ | 67,371 | \$ | 59,550 | |
| Sergeant | 73,112 | | 87,734 | | 80,423 | |
| Crime Analyst | 55,245 | | 70,512 | | 62,878 | |
| Records Technician | 45,510 | | 57,990 | | 51,750 | |
| Police Office Assistant | 34,070 | | 43,368 | | 38,719 | |
| GT/IT Support Specialist | 44,866 | | 57,179 | | 51,022 | |
| Dispatcher | 43,368 | | 55,245 | | 49,306 | |
| Weighted Average Officers | \$ 54,402 | \$ | 69,917 | \$ | 62,160 | |
| Weighted Average Civilians | \$ 40,351 | \$ | 51,396 | \$ | 45,873 | Source: "Online Jobs Page." City of Sparks Human Resources. |
| 5. Benefits costs are calculated at | 57.1% | of sa | laries. | | | |
| Services/Supplies costs calculated at | 3.5% | of sa | laries and be | nefits. | | |

Source: Three-year average FY 2015-16 through FY 2017-18 from City of Sparks Budget FY 2017-18.

6. One police vehicle is added for every 3 uniformed positions. The 2017 cost of a fully-equipped vehicle is \$70,000 inflated 3% annually. Life of vehicle is 5 years and the analysis includes vehicle replacement costs with no salvage value. Source: City of Sparks Police Department.

| | APPENDIX 8 CITY OF SPARKS FIRE DEPARTMENT COST PROJECTIONS | | | | | | | | | |
|-------|--|----------------------------|--------------------------|----------------------|----|--------------------|--------------------------|--|--|--|
| YEAR | CUMUL. # OF <u>UNITS</u> | RESIDENTIAL <u>CFS*</u> | COMMERCIAL <u>CFS</u> | TOTAL <u>CFS*</u> | | FIMATED OST/CFS | TOTAL <u>EXPENSES</u> | | | |
| 2018 | 0 | 0.00 | 0.00 | 0.00 | \$ | 1,473 \$ | - | | | |
| 2019 | 248 | 29.89 | 2.81 | 32.70 | | 1,518 | 49,622 | | | |
| 2020 | 494 | 59.54 | 4.56 | 64.10 | | 1,563 | 100,199 | | | |
| 2021 | 726 | 87.51 | 4.56 | 92.07 | | 1,610 | 148,226 | | | |
| 2022 | 982 | 118.36 | 4.56 | 122.92 | | 1,658 | 203,841 | | | |
| 2023 | 1,223 | 147.41 | 4.56 | 151.97 | | 1,708 | 259,571 | | | |
| 2024 | 1,223 | 147.41 | 4.56 | 151.97 | | 1,759 | 267,359 | | | |
| 2025 | 1,223 | 147.41 | 4.56 | 151.97 | | 1,812 | 275,379 | | | |
| 2026 | 1,223 | 147.41 | 4.56 | 151.97 | | 1,866 | 283,641 | | | |
| 2027 | 1,223 | 147.41 | 4.56 | 151.97 | | 1,922 | 292,150 | | | |
| 2028 | 1,223 | 147.41 | 4.56 | 151.97 | | 1,980 | 300,914 | | | |
| 2029 | 1,223 | 147.41 | 4.56 | 151.97 | | 2,039 | 309,942 | | | |
| 2030 | 1,223 | 147.41 | 4.56 | 151.97 | | 2,101 | 319,240 | | | |
| 2031 | 1,223 | 147.41 | 4.56 | 151.97 | | 2,164 | 328,817 | | | |
| 2032 | 1,223 | 147.41 | 4.56 | 151.97 | | 2,229 | 338,682 | | | |
| 2033 | 1,223 | 147.41 | 4.56 | 151.97 | | 2,295 | 348,842 | | | |
| 2034 | 1,223 | 147.41 | 4.56 | 151.97 | | 2,364 | 359,308 | | | |
| 2035 | 1,223 | 147.41 | 4.56 | 151.97 | | 2,435 | 370,087 | | | |
| 2036 | 1,223 | 147.41 | 4.56 | 151.97 | | 2,508 | 381,189 | | | |
| 2037 | 1,223 | 147.41 | 4.56 | 151.97 | | 2,584 | 392,625 | | | |
| TOTAL | | | | | | \$ | <u>5,329,635</u> | | | |

*CFS-calls for service.

APPENDIX 8, ASSUMPTIONS:

1. Number of residential units from Appendix 1. Analysis includes all units, not just occupied units, for Fire Department impacts.

Residential calls for service are estimated using average cfs per unit data for single-family residential properties between FY 2011-12 and FY 2015-16, estimated at 0.12 cfs. Source: City of Sparks Fire Department and Washoe County Assessor's Office parcel data for number of single-family units.

3. Calls for service for the General Commercial portion are estimated using cfs data for comparable projects:

| | Annual CFS | Building Sq.Ft. | CFS/Sq.Ft. (000s) | Project Sq.Ft. | Project CFS |
|---------|------------|-----------------|-------------------|----------------|-------------|
| Costco | 10 | 148,346 | 0.07 | | |
| Kohl's | 5.4 | 87,888 | 0.06 | | |
| Average | | | 0.06 | 141,570 | 9.12 |

Source: City of Sparks Fire Department. Data is a five year average of calls for service for FY 2011-12 to FY 2015-16. However, many visitors to the commercial portion of the project will be existing residents of the project, calls for service for these residents are estimated above, or existingCity of Sparks residents, already generating calls for service for the City. Only non-Sparks residents coming to the project will generate new calls for service for the City. The analysis conservatively assumes 50% of the above General Commercial calls for service will be net new calls for service for the City.

4. Costs to provide services to the development are estimated at sestimated using total fire expenditures between FY 2011-12 and FY 2015-16 divided by total calls for service during this period. This includes costs for Administration, Emergency Services, and Training and Safety. Estimated costs are inflated 3% annually.

APPENDIX 9 CITY OF SPARKS STREET MAINTENANCE COST PROJECTIONS MAINTENANCE REPAIR ADDED ADDED SEWER CATCH STREET STREET SLURRY/ **3 INCH** ROAD TOTAL TOTAL SQUARE LINEAR CLEANING BASIN SWEEP STRIPING TOTAL CRACK **OVERLAY** REHAB ANNUALIZED MAINT. COST COST YEAR FEET FEET COST COST COST SEAL COST COST COST COST COST 2018 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ ----_ _ _ _ -2019 358,780 10,470 784 784 784 --_ -_ 2020 --1,307 14 800 545 2,665 885,620 888,285 . 888,737 2021 174,080 5,120 1,333 14 1,214 556 3,117 _ 885,620 2022 270,912 7,968 2,025 21 1,872 844 4,762 885,620 890,382 _ 2023 289,508 7,782 3,121 33 2,540 1,300 6,994 885,620 892,614 _ 2024 4,235 44 2,591 1,765 8,635 149,496 885,620 894,255 --_ 2025 4,320 45 2,643 1,800 8,808 _ _ 885,620 894,428 1,836 885,620 2026 4,406 46 2,696 8,984 75,466 894,604 _ 2027 4,495 47 2,749 1,873 9,164 119,793 885,620 894,783 _ 2028 4,584 48 2,804 1,910 9,347 130,576 885,620 894,967 -2029 4,676 49 2,861 1,948 9,534 1,782,607 885,620 895,154 ---2030 4,770 50 2,918 1,987 9,724 885,620 895,344 --_ 2031 4,865 51 2,976 2,027 9,919 899,863 885,620 895,539 _ _ 2032 4,962 52 3,036 2,068 10,117 1,428,421 885,620 895,737 --2033 5,062 53 3,096 2,109 10,320 _ 1,557,000 885,620 895,939 --2034 5,163 54 3,158 2,151 10,526 182,235 885,620 896,146 --2035 5,266 55 3,221 2,194 10,737 885,620 896,356 -_ 2,238 2036 5,371 56 3,286 10,951 91,993 885,620 896,571 _ 2037 5,479 57 3,352 2,283 11,170 146,027 11,148,918 885,620 896,790 1,093,280 787 31,434 \$ 895,587 TOTAL 31,340 \$ 75,441 \$ \$ 48,597 \$ 156,258 \$ \$ 5,667,891 \$ 11,148,918 \$ 15,941,156 \$ 16,097,414 **APPENDIX 9, ASSUMPTIONS:**

31.340

linear feet or

1. The development is projected to construct approximately the year shown above.

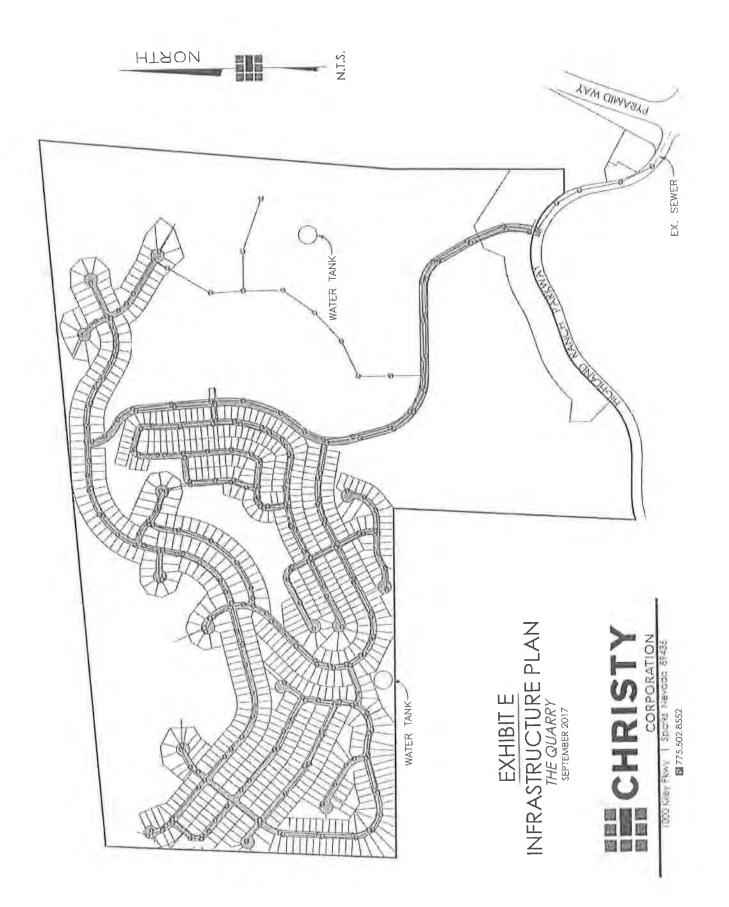
square feet of streets to be dedicated to the City for maintenance in 1,093,280

APPENDIX 9 CITY OF SPARKS STREET MAINTENANCE COST PROJECTIONS

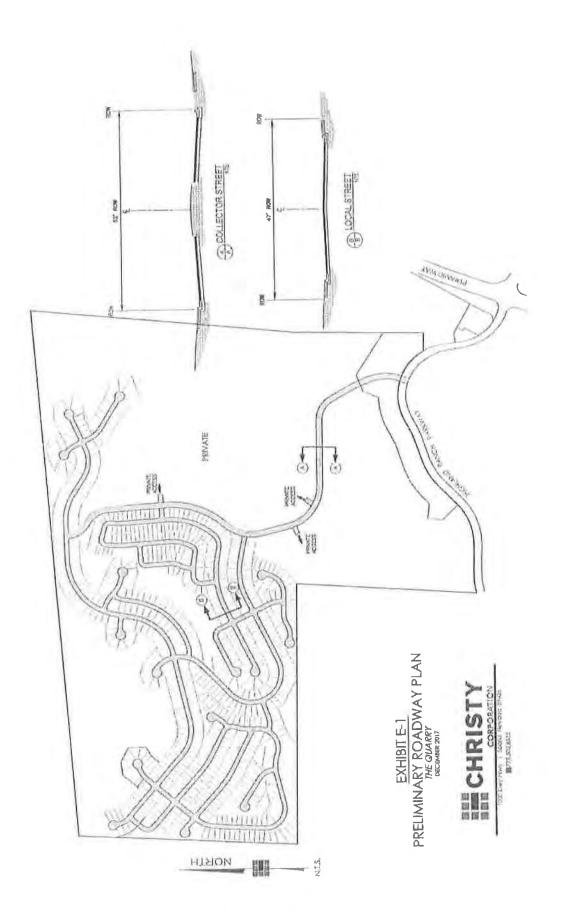
2. The following street maintenance costs are used to estimate the impact of the development's streets on the City:

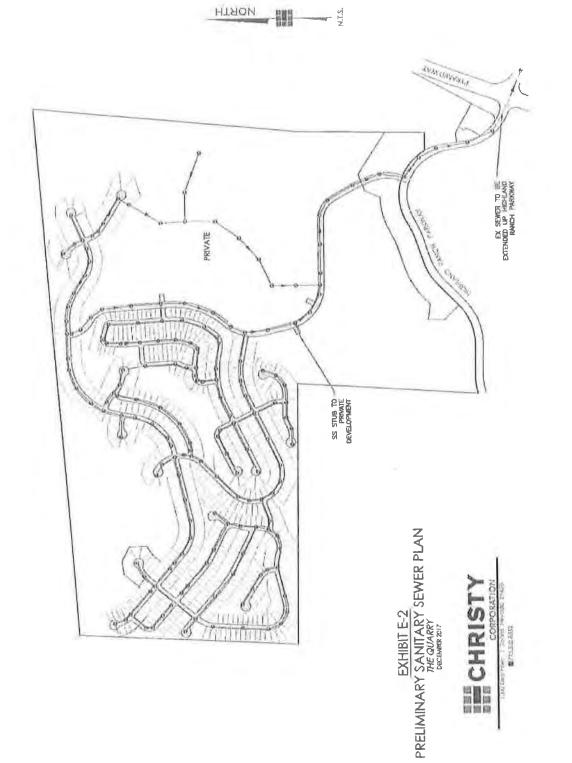
| Item | Frequency | Cost | | |
|----------------------|---------------|---------|-----------------|---|
| Slurry/Crack Seal | Year 5 and 15 | \$0.37 | per square foot | |
| 3 Inch Overlay | 10 years | \$4.00 | per square foot | |
| Road Rehabilitation | 20 years | \$7.00 | per square foot | |
| Sewer Cleaning | 1.5 years | \$0.18 | per linear foot | Note: 2/3 of the cost is added annually |
| Catch Basin Cleaning | 1.75 years | \$11.56 | per mile | Note: 3/5 of the cost is added annually |
| Street Sweeping | 30 days | \$32.30 | per mile | Note: cost is multiplied by 12 annually |
| Striping | 1 year | \$0.05 | per linear foot | |
| Surping | i yeai | \$0.05 | per miear 100t | |

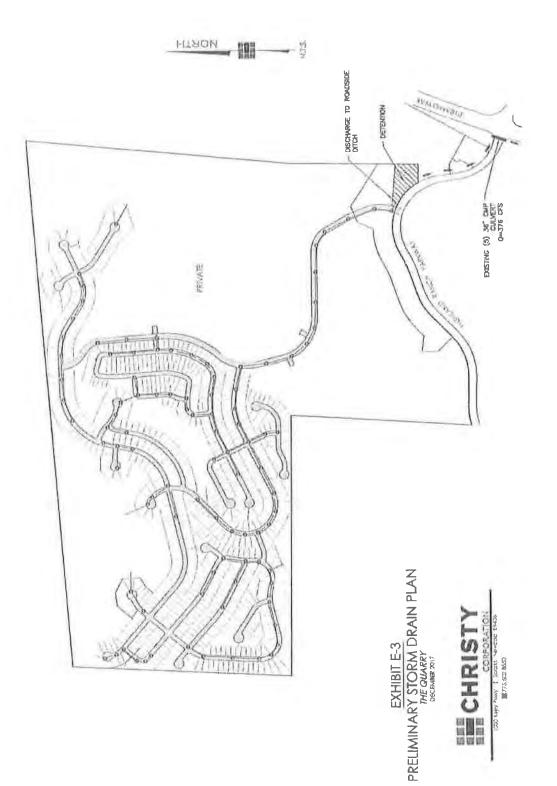
Costs are inflated 2% annually. Source: City of Sparks Community Services Department. Estimated repair (extraordinary maintenance) costs are annualized by taking the total estimated costs over the 20-year period and dividing by 20 years.

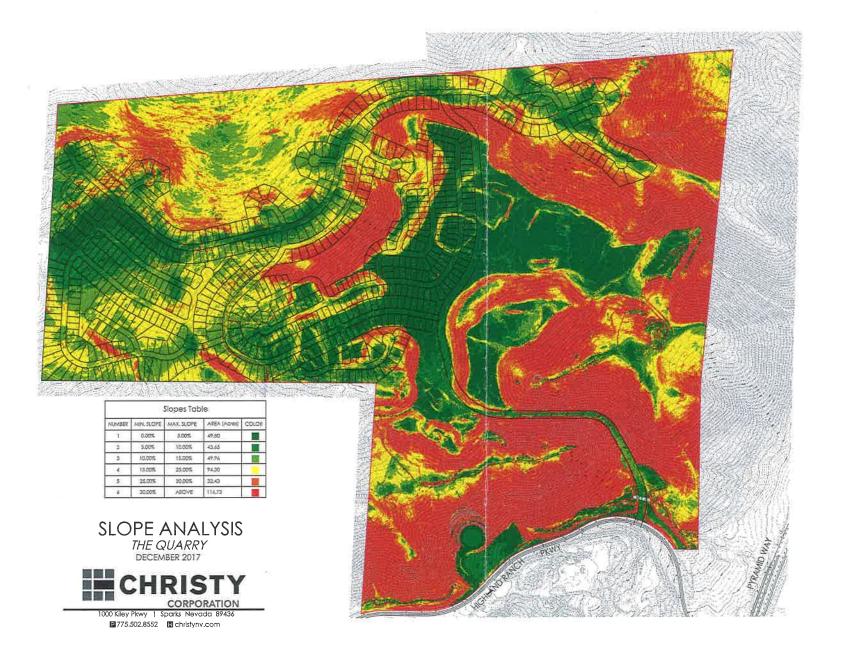


J











Jon E.

SOLAEGUI ENGINEERS

March 12, 2018

RECEIVED-CITY OF SPARKS

MAR 1 2 2018 COMMUNITY SERVICES ADMINISTRATION

Karen Melby, AICP City of Sparks Community Services Planning Division 431 Prater Way Sparks, Nevada 89431

RE: The Quarry (NDOT Pre-Permit No. 207543-18)

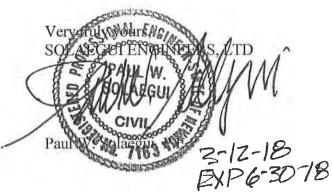
Dear Karen:

This letter addendum is in response to comments submitted to you by the Nevada Department of Transportation in a letter dated February 22, 2018 regarding the above captioned traffic study. A copy of the letter is attached. The comments generally focus on 1) determining the dwelling unit threshold that would maintain LOS E operation at the Pyramid Highway/Sparks Boulevard/ Highland Ranch Parkway intersection without capacity improvements and 2) providing intersection capacity improvement recommendations necessary to maintain LOS E operation for buildout of the full 1,800 single family dwelling units proposed for the development.

In response to comment 1, a total of 650 dwelling units can be constructed while maintaining LOS E operation at the Pyramid Highway/Sparks Boulevard/Highland Ranch Parkway intersection. The AM and PM peak hour capacity analysis worksheets are attached.

In response to comment 2, the improvements discussed in the original traffic study will provide LOS E or better operation at the Pyramid Highway/Sparks Boulevard/Highland Ranch Parkway intersection with the construction of 1,800 dwelling units. These improvements include dual left turn lanes, two through lanes, and one free right turn lane at the east and west approaches and dual left turn lanes at the south approach. The AM and PM peak hour capacity analysis worksheets are attached.

We trust that this information will meet your requirements. Please call if you have any questions or comments.



Enclosures Letters/Sparks/The Quarry Addendum

Solaegui Engineers Ltd. • 715 H Street • Sparks, Nevada 89431 • 775/358-1004 • FAX 775/358-1098

Civil & Traffic Engineers e-mail: psolaegui@aol.com



BRIAN SANDOVAL

Governor

STATE OF NEVADA

District II 310 Galletti Way Sparks, Nevada 89431 (775) 834-8300 FAX (775) 834-8319

February 22, 2018

RUDY MALFABON, P.E., Director

City of Sparks Department of Planning/Comm. Devlop. 1675 E Prater Way #107 Sparks, NV 89434

DA18-0001/AX16-0003/ MPA17-00005/RZ17-0006 Jackling Aggregates, LLC/QK, LLC The Quarry Development

Attention: Ms. Karen Melby, Planner

Dear Ms. Melby:

The Nevada Department of Transportation (NDOT), District II has reviewed the following administrative review requests:

- (1) DA17-0001 A request for a Development Agreement between the City of Sparks and Jackling Aggregates, LLC and QK, LLC; and
- (2) AX16-0003 A request for voluntary annexation into the City of Sparks. Upon annexation the parcel shall convert from Washoe County Designation GR (General Rural) to City of Sparks A40 (Agriculture); and
- (3) MPA 17-0005 A request to change the land use designations from Open Space (OS), Commercial (C) and Employment Center (EC) to Intermediate Density Residential (1DR) and Commercial (C); and
- (4) RZ17-0006 A request to rezone the site from A40 (Agriculture) to SR 6 (Single Family Residential 6,000 square feet lots) and C2 (General Commercial) zoning.

The Quarry Development traffic impact study was provided by the applicant to support the proposed requests. The Quarry Development is proposed to be annexed into the City of Sparks. The project is located northwest of Highland Ranch Parkway and Pyramid Highway (State Route 445) intersection.

- The project is proposed to contain 1,223 single-family detached homes and a 13-acre mini storage facility. The Kiley Ranch land use assumptions consist of two convenience stores with gas pumps, three fast-food restaurants totaling 10,500 square feet, 30,000 square feet of retail buildings and two automotive service buildings totaling 16,000 square feet, a 4-bay car wash and 8 acres of additional mini-storage.
- The Quarry land use will generate approximately 10,974 daily trips, 900 a.m. and 1,046 p.m. peak hour trips. Based on the land use assumptions used in the study, the Kiley Ranch development will generate 15,936 daily trips, 1,003 a.m. and 1,092 p.m. peak hour trips.

- NDOT officially report Annual Average Daily Traffic (AADT) just north of Highland Ranch Parkway is 36,000 vehicles per day.
- > The City's adopted level of service (LOS) standard for Pyramid Highway is a LOS E (arterial with moderate access control).
- NDOT reviewed the traffic impact study submitted on October 10, 2017. A technical review was completed on October 16, 2017 addressing concerns with the technical analyses and the project regional impacts.

NDOT District II has the following comments, specifically for the MPA 17-000- map amendment request:

- 1. The Quarry Development is classified as a project of regional significance as defined by NRS 278.026 5. (d)(6) and should be evaluated to determine if the project impacts any current programmed significant projects.
- 2. Based on the submitted traffic impact study, NDOT is requesting an addendum. The study revision should include proposed project phasing and its direct traffic impact to the level of service (LOS) at the intersection of Pyramid Highway and Highland Ranch Parkway.
 - On page 17 through 20 of the traffic study, the LOS for the intersection degrades from an existing LOS D to a LOS F (existing plus project). No traffic failure threshold is presented in the report.
 - The addendum should denote the threshold (number of units) that may trigger the LOS F condition to the intersection.
 - > For the intersection, please provide recommendations for capacity improvement necessary to maintain LOS E.
- 3. The Quarry Development constitutes a new community development not previously account in the RTC Long Range Transportation Plan. The project should provide short term intersection improvements that will mitigate its traffic impact at the Pyramid Highway and Highland Ranch Parkway intersection.
 - NDOT does not have any capacity projects anticipated at this location in the near future. Additionally, the RTC Washoe Long Range Transportation Plan does not appear to have any programmed improvement for this intersection until the year 2027+.
 - The project should provide the necessary 10-year improvements that will maintain LOS E for the intersection.

Other comments specific to the future development/ permitting process:

- 4. An occupancy permit is required for facilities within the NDOT Right-of-Way. Please see the *Terms and Conditions Relating to Right of Way Occupancy Permits* booklet available online at nevadadot.com. Contact the Permit Office at (775) 834-8330 for more information regarding an occupancy permit.
- 5. The applicant is encouraged to coordinate with the NDOT District Permit Office early for any required standards occupancy permit. NDOT's permit processing time may vary based on project complexity; however, the processing time is approximately 45 working days. This does not include any revision time needed to make necessary changes in the design.

- An effective strategy to minimize delay is taking advantage of the District Permit Office's pre-permit process. Preliminary plans and associated engineering documents may be submitted in advance for NDOT review and comment. This service does not require a processing fee. Please contact the Permit Coordinator, Paula Diem, at (775) 834-8330 for any questions or comments regarding the pre-permit process.
- 6. For any non-permanent activities or temporary traffic control such as placement of cones, static signs, and portable electronic signs within NDOT right-of-way will require a temporary permit. Please submit temporary permit applications at least 4 weeks prior to the scheduled activity or work. Contact the Permit Office, (775) 834-8300 for more information.
- 7. The state defers to municipal government for land use development decisions. Public involvement for project related improvements within the NDOT right-of-way should be considered during the municipal land use development public involvement process. Significant public improvements within the NDOT right-of-way developed after the municipal land use development public involvement. It is the responsibility of the permit applicant to perform such additional public involvement. We would encourage such public involvement to be part of a municipal land use development process.

Thank you for the opportunity to review this community development proposal. NDOT reserves the right to incorporate further changes and/or comments as the design review advances. I look forward to working with you and your team, and completing a successful project. If you have any further questions or comments, please contact the Senior Traffic Engineer, Richard Oujevolk, at (775)834-8300.

Sincerely,

DocuSigned by: 32CC95D129D1479...

02/23/2018

Thor A. Dyson, PE District Engineer

TAD:rmo

cc: Jae Pullen, Engineering Services Richard Oujevolk, Traffic Office Paula Diem, Permit Office NDOT Planning NDOT Engineering NDOT Traffic Ops RTC Washoe Karen Melby, City of Sparks File

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| Green Ratio (Capacity (c), Volume-to-Cap Back of Queue Back of Queue Queue Storage | g/C) veh/h bacity Ra e (Q), fi $e (Q), ve Ratio (e (d 1), s$ | ce Time (g c), s atio (X) t/In (95 th percentile reh/In (95 th percent (RQ) (95 th percen s/veh | tile) | 26.01 0.20 356 1.086 684.2 26.9 0.00 | 36.0 0.28 483 1.032 770.1 30.3 0.00 | | 1.3 0.05 160 0.218 25.1 1.0 0.00 | 21.0 0.16 302 1.241 793.8 31.3 0.00 | | 27.0 0.21 370 1.075 675.9 26.6 0.00 | 50.2 0.43 1534 0.939 772.9 30.4 0.00 35.4 12.4 | 1.0 0.43 671 0.032 17.4 0.7 0.00 | 10.1 0.09 319 0.858 224.7 8.8 0.00 58.2 19.3 | 21.5 0.35 1260 0.575 357.3 14.1 0.00 | 0.35 543 0.362 207.7 8.2 0.00 |
| Green Ratio (Capacity (c), Volume-to-Cap Back of Queue Back of Queue Queue Storage Uniform Delay | g/C) veh/h bacity Ra e (Q), fi $e (Q), ve Ratio (Construction)e (d +), se lay (d)$ | ce Time (g c), s atio (X) t/In (95 th percentile reh/In (95 th percent (<i>RQ</i>) (95 th percent s/veh 2), s/veh | tile) | 26.0 0.20 356 1.086 684.2 26.9 0.00 52.0 | 36.0 0.28 483 1.032 770.1 30.3 0.00 47.0 | | 1.3 0.05 160 0.218 25.1 1.0 0.00 59.7 0.3 0.0 | 21.0 0.16 302 1.241 793.8 31.3 0.00 54.5 133.5 0.0 | | 27.0 0.21 370 1.075 675.9 26.6 0.00 51.5 68.3 0.0 | 50.2 0.43 1534 0.939 772.9 30.4 0.00 35.4 12.4 0.0 | 1.0 0.43 671 0.032 17.4 0.7 0.00 21.4 0.1 | 10.1 0.09 319 0.858 224.7 8.8 0.00 58.2 19.3 0.0 | 21.5 0.35 1260 0.575 357.3 14.1 0.00 34.1 1.9 0.0 | 0.35 543 0.362 207.7 8.2 0.00 31.1 1.9 0.0 |
| Green Ratio (Capacity (c), Volume-to-Cap Back of Queue Back of Queue Queue Storag Uniform Delay Incremental De | g/C) veh/h bacity Ra e (Q), ff $e (Q), ve Ratio (C)e (d r), selay (dDelay (d$ | ce Time (g c), s atio (X) t/In (95 th percentile reh/In (95 th percent (RQ) (95 th percent s/veh 2), s/veh (3), s/veh | tile) | 26.0 0.20 356 1.086 684.2 26.9 0.00 52.0 72.7 | 36.0 0.28 483 1.032 770.1 30.3 0.00 47.0 49.5 | | 1.3 0.05 160 0.218 25.1 1.0 0.00 59.7 0.3 | 21.0 0.16 302 1.241 793.8 31.3 0.00 54.5 133.5 | | 27.0 0.21 370 1.075 675.9 26.6 0.00 51.5 68.3 | 50.2 0.43 1534 0.939 772.9 30.4 0.00 35.4 12.4 | 1.0 0.43 671 0.032 17.4 0.7 0.00 21.4 0.1 0.0 21.4 | 10.1 0.09 319 0.858 224.7 8.8 0.00 58.2 19.3 0.0 77.5 | 21.5 0.35 1260 0.575 357.3 14.1 0.00 34.1 1.9 0.0 36.0 | 0.35 543 0.362 207.7 8.2 0.00 31.1 1.9 0.0 33.0 |
| Green Ratio (Capacity (c), Volume-to-Cap Back of Queue Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue D | g/C) veh/h bacity Ra a (Q), fi $a (Q), ve Ratio (a (d), selay (dDelay (d$ | the Time ($g \circ$), s atio (X) t/in (95 th percentile reh/in (95 th percent (RQ) (95 th percent (RQ) (95 th percent (RQ) (95 th percent (RQ), s/veh (g), s/veh (g), s/veh | tile) | 26.0 0.20 356 1.086 684.2 26.9 0.00 52.0 72.7 0.0 | 36.0 0.28 483 1.032 770.1 30.3 0.00 47.0 49.5 0.0 | | 1.3 0.05 160 0.218 25.1 1.0 0.00 59.7 0.3 0.0 60.0 E | 21.0 0.16 302 1.241 793.8 31.3 0.00 54.5 133.5 0.0 188.0 F | i i | 27.0 0.21 370 1.075 675.9 26.6 0.00 51.5 68.3 0.0 119.8 F | 50.2 0.43 1534 0.939 772.9 30.4 0.00 35.4 12.4 0.0 47.8 D | 1.0 0.43 671 0.032 17.4 0.7 0.00 21.4 0.1 0.0 21.4 C | 10.1 0.09 319 0.858 224.7 8.8 0.00 58.2 19.3 0.0 77.5 E | 21.5 0.35 1260 0.575 357.3 14.1 0.00 34.1 1.9 0.0 36.0 D | 0.35 543 0.362 207.7 8.2 0.00 31.1 1.9 0.0 33.0 C |
| Green Ratio (Capacity (c), Volume-to-Cap Back of Queue Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue D Control Delay | g/C) veh/h pacity Ra e (Q), ff $e (Q), ve Ratio ((d_1), spelay (d_1)pelay (d_2)pelay (d_3)pelay (d_3)pelay (d_3)$ | ce Time (g c), s atio (X) t/in (95 th percentile reh/in (95 th percent (RQ) (95 th percent s/veh 2), s/veh / 3), s/veh / 6) | tile) | 26.0 0.20 356 1.086 684.2 26.9 0.00 52.0 72.7 0.0 124.7 | 36.0 0.28 483 1.032 770.1 30.3 0.00 47.0 49.5 0.0 96.5 F | | 1.3 0.05 160 0.218 25.1 1.0 0.00 59.7 0.3 0.0 60.0 | 21.0 0.16 302 1.241 793.8 31.3 0.00 54.5 133.5 0.0 188.0 F | | 27.0 0.21 370 1.075 675.9 26.6 0.00 51.5 68.3 0.0 119.8 | 50.2 0.43 1534 0.939 772.9 30.4 0.00 35.4 12.4 0.0 47.8 D | 1.0 0.43 671 0.032 17.4 0.7 0.00 21.4 0.1 0.0 21.4 | 10.1 0.09 319 0.858 224.7 8.8 0.00 58.2 19.3 0.0 77.5 | 21.5 0.35 1260 0.575 357.3 14.1 0.00 34.1 1.9 0.0 36.0 D | 0.35 543 0.362 207.7 8.2 0.00 31.1 1.9 0.0 33.0 |
| Green Ratio (Capacity (c), Volume-to-Cap Back of Queue Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue D Control Delay Level of Service | g/C) veh/h bacity Ra e (Q), fr $e (Q), ve Ratio (C)(d 1), selay (d)Delay (d)Delay (d)(d), s/vCe (LOS)ay, s/veh$ | ce Time (g c), s atio (X) t/In (95 th percentile reh/In (95 th percent (RQ) (95 th percent s/veh 2), s/veh (3), s/veh reh) 1 /LOS | tile) | 26.0 0.20 356 1.086 684.2 26.9 0.00 52.0 72.7 0.0 124.7 F 108. | 36.0 0.28 483 1.032 770.1 30.3 0.00 47.0 49.5 0.0 96.5 F | The second second | 1.3 0.05 160 0.218 25.1 1.0 0.00 59.7 0.3 0.0 60.0 E | 21.0 0.16 302 1.241 793.8 31.3 0.00 54.5 133.5 0.0 188.0 F | i i | 27.0 0.21 370 1.075 675.9 26.6 0.00 51.5 68.3 0.0 119.8 F | 50.2 0.43 1534 0.939 772.9 30.4 0.00 35.4 12.4 0.0 47.8 D | 1.0 0.43 671 0.032 17.4 0.7 0.00 21.4 0.1 0.0 21.4 C E | 10.1 0.09 319 0.858 224.7 8.8 0.00 58.2 19.3 0.0 77.5 E | 21.5 0.35 1260 0.575 357.3 14.1 0.00 34.1 1.9 0.0 36.0 D | 0.35 543 0.362 207.7 8.2 0.00 31.1 1.9 0.0 33.0 C |
| Green Ratio (Capacity (c), Volume-to-Cap Back of Queue Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue D Control Delay Level of Servio Approach Dela | g/C) veh/h pacity Ra a (Q), ff $a (Q), ve Ratio (a (Q), ve Ratio (a (Q), selay (d (Q), s/vce (LOSay, s/vehelay, s/v$ | ce Time (g c), s atio (X) t/In (95 th percentile reh/In (95 th percent (RQ) (95 th percent s/veh 2), s/veh (3), s/veh reh) 1 /LOS | tile) | 26.0 0.20 356 1.086 684.2 26.9 0.00 52.0 72.7 0.0 124.7 F | 36.0 0.28 483 1.032 770.1 30.3 0.00 47.0 49.5 0.0 96.5 F 8 | The second second | 1.3 0.05 160 0.218 25.1 1.0 0.00 59.7 0.3 0.0 60.0 E 1777. | 21.0 0.16 302 1.241 793.8 31.3 0.00 54.5 133.5 0.0 188.0 F 1 | i i | 27.0 0.21 370 1.075 675.9 26.6 0.00 51.5 68.3 0.0 119.8 F | 50.2 0.43 1534 0.939 772.9 30.4 0.00 35.4 12.4 0.0 47.8 D | 1.0 0.43 671 0.032 17.4 0.7 0.00 21.4 0.1 0.0 21.4 C E | 10.1 0.09 319 0.858 224.7 8.8 0.00 58.2 19.3 0.0 77.5 E 45.0 | 21.5 0.35 1260 0.575 357.3 14.1 0.00 34.1 1.9 0.0 36.0 D | 0.35 543 0.362 207.7 8.2 0.00 31.1 1.9 0.0 33.0 C |
| Green Ratio (Capacity (c), Volume-to-Cap Back of Queue Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue D Control Delay Level of Servic Approach Dela | g/C) veh/h pacity Ra e (Q), ff $e (Q), ve Ratio ((d_1), selay (d_1)pelay (d_2)pelay (d_3)ce (LOS)ay, s/vehelay, s/vehesults$ | ce Time (g c), s atio (X) t/in (95 th percentile reh/in (95 th percent (RQ) (95 th percent s/veh 2), s/veh / 3), s/veh / a), s/veh / a), s/veh / a), s/veh / b) n / LOS eh / LOS | tile) | 26.0 0.20 356 1.086 684.2 26.9 0.00 52.0 72.7 0.0 124.7 F 108. | 36.0 0.28 483 1.032 770.1 30.3 0.00 47.0 49.5 0.0 96.5 F 8 8 EB | The second second | 1.3 0.05 160 0.218 25.1 1.0 0.00 59.7 0.3 0.0 60.0 E 1777. | 21.0 0.16 302 1.241 793.8 31.3 0.00 54.5 133.5 0.0 188.0 F 1 | i i | 27.0 0.21 370 1.075 675.9 26.6 0.00 51.5 68.3 0.0 119.8 F | 50.2 0.43 1534 0.939 772.9 30.4 0.00 35.4 12.4 0.0 47.8 D 47.8 | 1.0 0.43 671 0.032 17.4 0.7 0.00 21.4 0.1 0.0 21.4 C E | 10.1 0.09 319 0.858 224.7 8.8 0.00 58.2 19.3 0.0 77.5 E 45.0 | 21.5 0.35 1260 0.575 357.3 14.1 0.00 34.1 1.9 0.0 36.0 D | 0.35 543 0.362 207.7 8.2 0.00 31.1 1.9 0.0 33.0 C |

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| Approach Mov | _ | | 121 | 7 | 4 | Hames I | 3 | 8 | 1 terrait | 5 | 2 | 12 | 1 | 6 | 16 |
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| and the second se | | ow Rate (s), veh/h/ | 10 | 1730 | 1781 | 197.1 | 1730 | 1781 | 100 | 8.9 | 13.6 | 0.9 | 16.6 | 45.1 | 24.8 |
| Queue Service | The second s | the second s | References | 12.9 | 14.5 | Richard Stars | 0.8 | 7.6 | 2 Faultonia | | | | | - | 24.0 |
| A DECEMBER OF A | and shared and shared in the local division of the local divisiono | ce Time ($g \circ$), s | | 12.9 | 14.5 | 1.2.24 | 0.8 | 7.6 | C. B. ST. L. | 8.9 | 13.6 | 0.9 | 16.6 | 45.1 | A CONTRACTOR OF THE OWNER |
| Green Ratio (| | the state of the second state | | 0.17 | 0.20 | editor-relation | 0.08 | 0.16 | | 0.13 | 0.39 | 0.39 | 0.20 | 0.42 | 0.42 |
| Capacity (c), | | and the second second | 2.46 | 577 | 712 | 1005 | 288 | 564 | | 461 | 1395 | 609 | 692 | 1484 | 648 |
| Volume-to-Ca | | NAME AND ADDRESS OF TAXABLE PARTY. | | 0.686 | 0.658 | | 0.087 | 0.441 | | 0.592 | 0.401 | 0.032 | 0.738 | 0.941 | 0.62 |
| Back of Queue | e (Q), f | t/in (95 th percentile |) | 245.4 | 272.2 | 520 | 15.6 | 150.4 | 1 | 172.5 | 239.4 | 15.5 | 292.6 | 705.2 | 363. |
| Back of Queue | e (Q), v | eh/ln (95 th percen | tile) | 9.7 | 10.7 | | 0.6 | 5.9 | | 6.8 | 9.4 | 0.6 | 11.5 | 27.8 | 14.3 |
| Queue Storag | e Ratio | (RQ) (95 th percer | ntile) | 0.00 | 0.00 | S. E. A | 0.00 | 0.00 | 15 C | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay | Address of the Owner | the state of the s | | 47.0 | 44.2 | | 50.8 | 45.7 | | 48.9 | 26.3 | 22.5 | 45.1 | 33.6 | 27.6 |
| Incremental D | | the same sector and the s | Sec. 31 | 2.8 | 1.8 | 大きで | 0.0 | 0.2 | S LEVER | 1.4 | 0.9 | 0.1 | 3.7 | 12.9 | 4.5 |
| Initial Queue | and the second se | the second se | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | the second s | 1000 | 49.9 | 46.0 | 182.51 | 50.8 | 45.9 | - | 50.3 | 27.2 | 22.6 | 48.7 | 46.5 | 32.2 |
| Control Delay | and the second second | and the second diversion of th | Contra March | D | D | 1 | D | D | | D | С | С | D | D | С |
| Control Delay | | NAME AND ADDRESS OF TAXABLE PARTY. | 1.5013 | 47.8 | | D | 46.4 | 1 | D | 34. | | C | 44. | 1 | D |
| Level of Servi | av chuot | 111200 | Service and | 41.0 | STATE OF | | 3.3 | and the state of t | 1.00 | | | Colonic Paraline | D | and the second | and the |
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| Level of Servio Approach Del Intersection D | elay, s/v | | | Later Ma | FB | 222 | | WB | 17 Carlo | | NB | Sall Sall | | SB | |
| Level of Service Approach Del | elay, s/v tesults | eh / LOS | | 2.60 | EB | С | 2.7 | WB | C | 2.5 | NB 1 | С | 2.4 | | B |

| 2 End On | Time Pe Analysis File Nar L 404 | eriod s Year me EB T 378 T 378 15.0 4.0 1.0 | Existing (1800 I R 14.0 0.0 0.0 EBT 4 4.0 40.0 5.0 3.0 | ak Hour g + Proj _ots) L 32 | ect | Duration Area Typ PHF Analysis B R '9 N 13. 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 | Period Period L 607 | 0.25 Other 0.92 1> 7:00 NB T 1325 | | L 252 P 3 SBL 1 2.0 | | R 302 |
|---|--|---|---|--|--|--|---|--|--|--|---|---|
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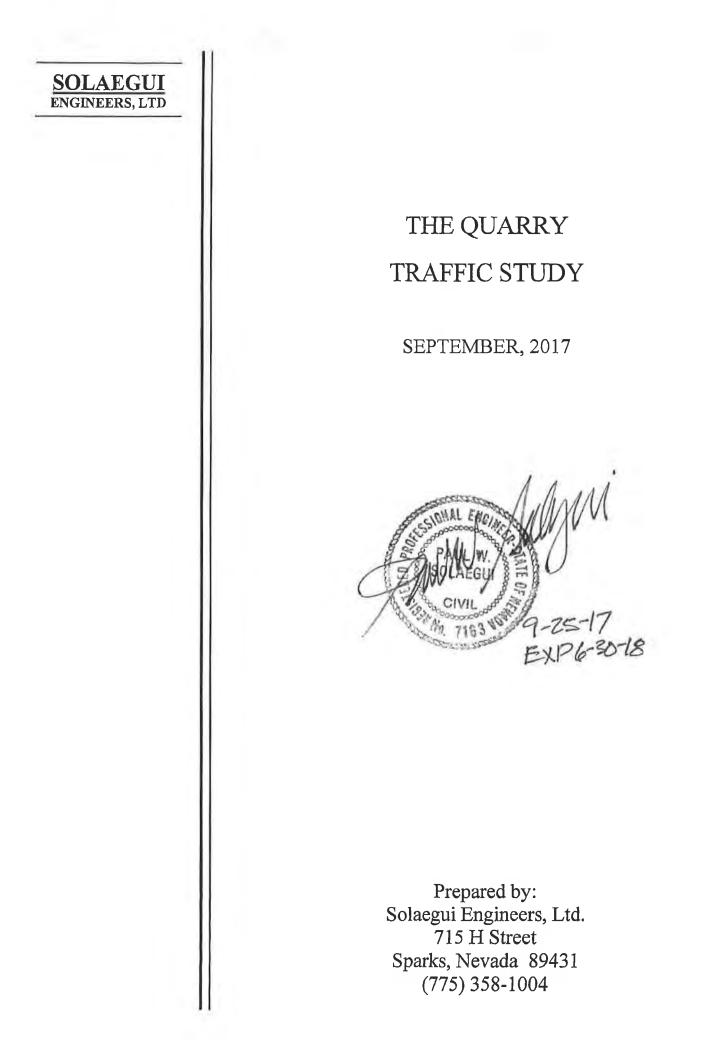


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THE QUARRY TRAFFIC STUDY

EXECUTIVE SUMMARY

The Quarry will be located in the City of Sparks, Nevada. The project site is located north of Highland Ranch Parkway and west of Pyramid Highway. This study also includes analysis of Kiley Ranch land uses located west of Pyramid Highway between Highland Ranch Parkway and Lazy 5 Parkway. The purpose of this study is to address the project's impact upon the adjacent street network. The Highland Ranch Parkway/Pyramid Highway, Highland Ranch Parkway/Project Access, and Highland Ranch Parkway/Frontage Road intersections have been identified for AM and PM peak hour capacity analysis for the existing, existing plus project, existing plus project plus Kiley Ranch, 2035 base, 2035 base plus project, and 2035 base plus project plus Kiley Ranch scenarios. The Pyramid Highway intersections with Los Altos Parkway and Lazy 5 Parkway have been identified for trip distribution and assignment analysis only. Pyramid Highway and Highland Ranch Parkway in the vicinity of the site have been identifies for roadway capacity analysis for the 2035 base, 2035 base plus project, and 2035 base plus project plus Kiley Ranch Scenarios.

The Quarry will include the construction of 1,223 single family detached homes and a 13 acre ministorage facility. The Kiley Ranch land uses will consist of two convenience stores with gas pumps for a total of 8,000 square feet, three fast food restaurants with drive-through lanes totaling 10,500 square feet, two sit-down restaurants totaling 10,000 square feet, 30,000 square feet of retail buildings, two automotive service buildings totaling 16,000 square feet, a car wash with 4 bays, and an 8 acre mini-storage facility. The Quarry is anticipated to generate 10,974 average weekday trips with 900 trips occurring during the AM peak hour and 1,046 trips occurring during the PM peak hour. Kiley Ranch is anticipated to generate 15,936 average weekday trips with 1,003 trips occurring during the AM peak hour and 1,092 trips occurring during the PM peak hour.

Traffic generated by The Quarry will have some impact the adjacent street network. The following recommendations are made to mitigate project traffic impacts.

It is recommended that any required signing, striping or traffic control improvements comply with City of Sparks and Nevada Department of Transportation requirements.

It is recommended that Highland Ranch Parkway be widened to four lanes from Pyramid Highway to the Project Access.

It is recommended that the Pyramid Highway/Highland Ranch Parkway/Sparks Boulevard intersection be improved to include dual left turn lanes, two through lanes, and one right turn lane at the east and west approaches and dual left turn lanes at the south approach. The dual left turn pocket at the west approach should contain 545 feet of storage/deceleration length and the dual left turn pocket at the south approach should contain 740 feet of storage/deceleration length.

It is recommended that the Highland Ranch Parkway/Project Access intersection be improved as three-leg traffic signal controlled intersection with one left turn lane and one through lane at the west approach, one through lane and one right turn lane at the east approach, and dual left turn lanes and one right turn lane at the north approach. The left turn pocket at the west approach should contain 370 feet of storage/deceleration length and the dual left turn pocket at the north approach should contain 365 feet of storage/deceleration length.

INTRODUCTION

STUDY AREA

The Quarry will be located in the City of Sparks, Nevada. The project site is located north of Highland Ranch Parkway and west of Pyramid Highway. Figure 1 shows the location of the project site. This study also includes analysis of Kiley Ranch land uses located west of Pyramid Highway between Highland Ranch Parkway and Lazy 5 Parkway. The purpose of this study is to address the project's impact upon the adjacent street network. The Highland Ranch Parkway/Pyramid Highway, Highland Ranch Parkway/Project Access, and Highland Ranch Parkway/Frontage Road intersections have been identified for AM and PM peak hour capacity analysis for the existing, existing plus project, existing plus project plus Kiley Ranch, 2035 base, 2035 base plus project, and 2035 base plus project plus Kiley Ranch scenarios. The Pyramid Highway intersections with Los Altos Parkway and Lazy 5 Parkway have been identified for trip distribution and assignment analysis only. Pyramid Highway and Highland Ranch Parkway in the vicinity of the site have been identified for roadway capacity analysis for the 2035 base, 2035 base plus project, and 2035 base plus project plus Kiley Ranch Scenarios.

EXISTING AND PROPOSED LAND USES

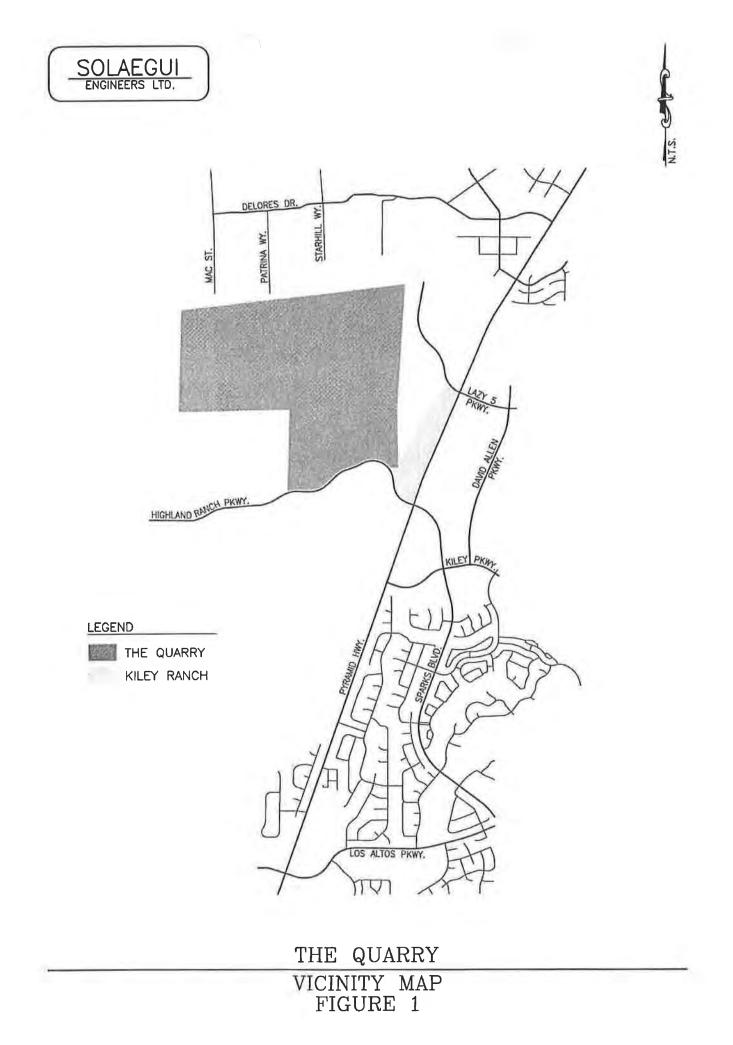
The project site encompasses an old gravel pit and undeveloped land. Adjacent properties generally include undeveloped land with some scattered dwelling units to the north and west. The Quarry will include the construction of 1,223 single family homes and a 13 acre mini-storage facility. The Kiley Ranch land uses will consist of two convenience stores with gas pumps totaling 8,000 square feet, three fast food restaurants with drive-through lanes totaling 10,500 square feet, two sit-down restaurants totaling 10,000 square feet, 30,000 square feet of retail buildings, two automotive service buildings totaling 16,000 square feet, a 4-bay car wash, and an 8 acre mini-storage facility.

EXISTING AND PROPOSED ROADWAYS AND INTERSECTIONS

Pyramid Highway is a four-lane roadway with two through lanes in each direction in the vicinity of the site. The speed limit is posted for 55 miles per hour in the vicinity of the site. Roadway improvements include bicycle lanes, striped edge lines, and paved shoulders on both sides of the roadway. A striped centerline exists south of Highland Ranch Parkway and a raised center median exists north of Highland Ranch Parkway.

Highland Ranch Parkway is a two-lane roadway with one through lane in each direction west of Pyramid Highway. The speed limit is posted for 45 miles per hour with a 35 mile per hour advisory speed limit near the project site. Roadway improvements include striped edge and center lines and paved and graded shoulders.

Sparks Boulevard is a four-lane roadway with two through lanes in each direction east of Pyramid Highway. The speed limit is posted for 40 miles per hour. Roadway improvements include curb, gutter, sidewalk, and bike lanes on both sides of the street and a raised center median with left turn pockets at major intersections.



The Pyramid Highway/Highland Ranch Parkway/Sparks Boulevard intersection is a signalized fourleg intersection with protected phasing for all left turn movements. The north approach contains dual left turn lanes, two through lanes, and one right turn lane. The south approach contains one left turn lane, two through lanes, and one right turn lane. The east approach contains dual left turn lanes, one through lane, and one free right turn lane with a northbound acceleration lane. The west approach contains one left turn lane and one shared through-right turn lane with a southbound acceleration lane. Pedestrian crosswalks exist at all approaches.

The Highland Ranch Parkway/Project Access intersection is an unsignalized three-leg intersection with stop control at the north approach. The intersection contains one shared left turn-through lane at the west approach, one shared through-right turn lane at the east approach, and one shared left turn-right turn lane at the north approach. The north approach served a gravel pit but is now gated.

The Highland Ranch Parkway/Frontage Road intersection does not currently exist but is anticipated to be a typical three-leg intersection with full turning movements allowed. The Highland Ranch Parkway/Frontage Road intersection will provide access to Kiley Ranch.

TRIP GENERATION

In order to assess the magnitude of traffic impacts of the proposed project on the key intersections, trip generation rates and peak hours had to be determined. Trip generation rates were obtained from the Ninth Edition of *ITE Trip Generation* (2012). Trip generation was calculated for the peak hours occurring between 7:00 and 9:00 AM and 4:00 and 6:00 PM which correspond to the peak hours of adjacent street traffic. The Quarry will include the construction of 1,223 single family homes and 13 acres of mini-storage. ITE Land Uses 151: Mini-Warehouse and 210: Single Family Detached Housing was used to calculate trips generated by The Quarry. Table 1 shows a summary of the average daily traffic (ADT) volumes and peak hour volumes generated by The Quarry.

| | TABLI THE QUARRY TRIF | | RATION | | | | |
|---|--------------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-----------------------------|
| | | AM | PEAK I | HOUR | PM | PEAK | HOUR |
| LAND USE | ADT | IN | OUT | TOTAL | IN | OUT | TOTAL |
| Single Family (1,223 DU) Mini-Warehouse (13 AC) Total | 10,513 <u>461</u> 10,974 | 217 <u>15</u> 232 | 649 <u>19</u> 668 | 866 <u>34</u> 900 | 630 <u>23</u> 653 | 370 <u>23</u> 393 | 1,000 <u>46</u> 1,046 |

Kiley Ranch will consist of two convenience stores with gas pumps for a total of 8,000 square feet, three fast food restaurants with drive-through lanes totaling 10,500 square feet, two sit-down restaurants totaling 10,000 square feet, 30,000 square feet of retail buildings, two automotive service buildings totaling 16,000 square feet, a car wash with 4 bays, and an 8 acre mini-storage facility. ITE Land Uses 151: Mini-Warehouse, 820: Shopping Center, 843: Automobile Parts Sales, 848: Tire Store, 853: Convenience Market with Gasoline Pumps, 932: High-Turnover (Sit-Down) Restaurant, 934: Fast Food Restaurant with Drive-Thru, and 947: Self-Service Car Wash were used to calculate trips generated by Kiley Ranch.

| KILEY | TABLI RANCH TRI | | RATION | I | | | |
|-------------------------------------|--------------------|-----|--------|-------|-----------|--------|-------|
| | | AM | PEAK H | IOUR | PM | PEAK I | HOUR |
| LAND USE | ADT | IN | OUT | TOTAL | IN | OUT | TOTAL |
| Convenience Market w/Gas (8,000 SF) | 6,765 | 164 | 163 | 327 | 204 | 203 | 407 |
| Fast Food w/Drive-Thru (10,500 SF) | 5,209 | 243 | 234 | 477 | 178 | 165 | 343 |
| Sit-Down Restaurant (10,000 SF) | 1,272 | 59 | 49 | 108 | 59 | 40 | 99 |
| Shopping Center (30,000 SF) | 1,281 | 18 | 11 | 29 | 53 | 58 | 111 |
| Auto Parts Sales (8,000 SF) | 495 | 9 | 9 | 18 | 24 | 24 | 48 |
| Tire Store (8,000 SF) | 199 | 14 | 9 | 23 | 14 | 19 | 33 |
| Car Wash (4 Bays) | 432 | 0 | 0 | 0 | 11 | 11 | 22 |
| Mini-Storage (8 AC) | 283 | 9 | 12 | 21 | <u>15</u> | 14 | 29 |
| Total | 15,936 | 516 | 487 | 1,003 | 558 | 534 | 1,092 |

Table 2 shows a summary of the average daily traffic (ADT) volumes and AM and PM peak hour traffic volumes generated by Kiley Ranch.

TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of project trips to the key intersections was estimated based on existing and future peak hour traffic patterns and the locations of attractions and productions in the area. Separate trip distribution schemes were developed for The Quarry and Kiley Ranch. The trip generation volumes were subsequently assigned to the key intersections based on the trip distribution. Figure 2 shows the trip distribution and assignment for The Quarry. Figure 3 shows the trip distribution and assignment for Kiley Ranch. Access to Kiley Ranch will be provided from Highland Ranch Parkway and Lazy 5 Parkway via the Frontage Road and from Pyramid Highway via two right-in/right-out only driveways.

EXISTING AND PROJECTED TRAFFIC VOLUMES

Figure 4 shows the existing traffic volumes at the key intersections during the AM and PM peak hours. The existing traffic volumes were obtained from weekday counts conducted in September of 2017. Figure 5 shows the existing plus project traffic volumes during the AM and PM peak hours. Figure 6 shows the existing plus project plus Kiley Ranch traffic volumes at the key intersections. Figure 7 shows the 2035 base traffic volumes. The 2035 base average daily traffic volumes were obtained directly from RTC's traffic forecasting model and the peak hour volumes were then estimated based on the average daily traffic volumes. Peak hour factors and directional splits obtained from actual hourly traffic data on Pyramid Highway, Sparks Boulevard, and Highland Ranch Parkway were applied to the average daily traffic volumes in order to obtain peak hour directional link volumes at each leg of the intersection. Peak hour intersection turning movements were then estimated based on manually balancing entering and departing volumes at the intersection. Figure 8 shows the 2035 base plus project traffic volumes at the key intersections during the AM and PM peak hours. Figure 9 shows the 2035 base plus project plus Kiley Ranch traffic volumes at the key intersections during the AM and PM peak hours.

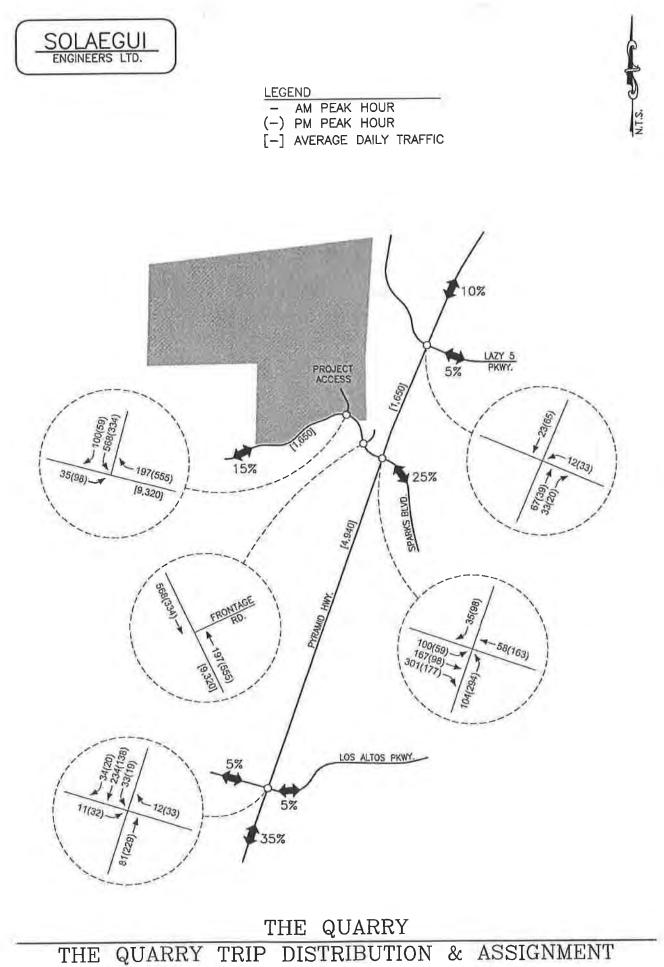


FIGURE 2

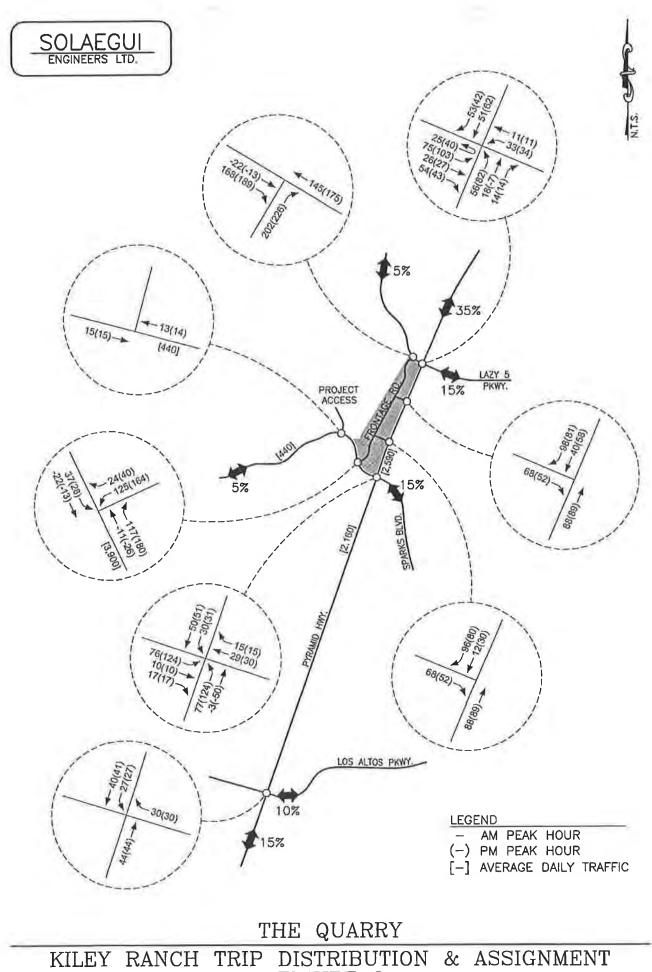
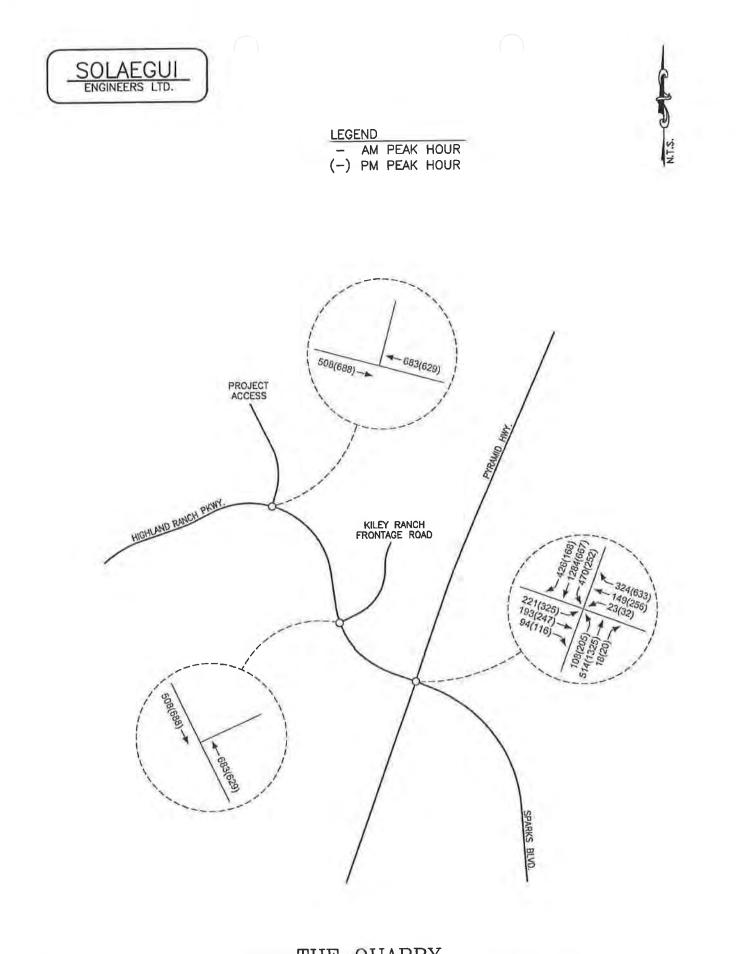
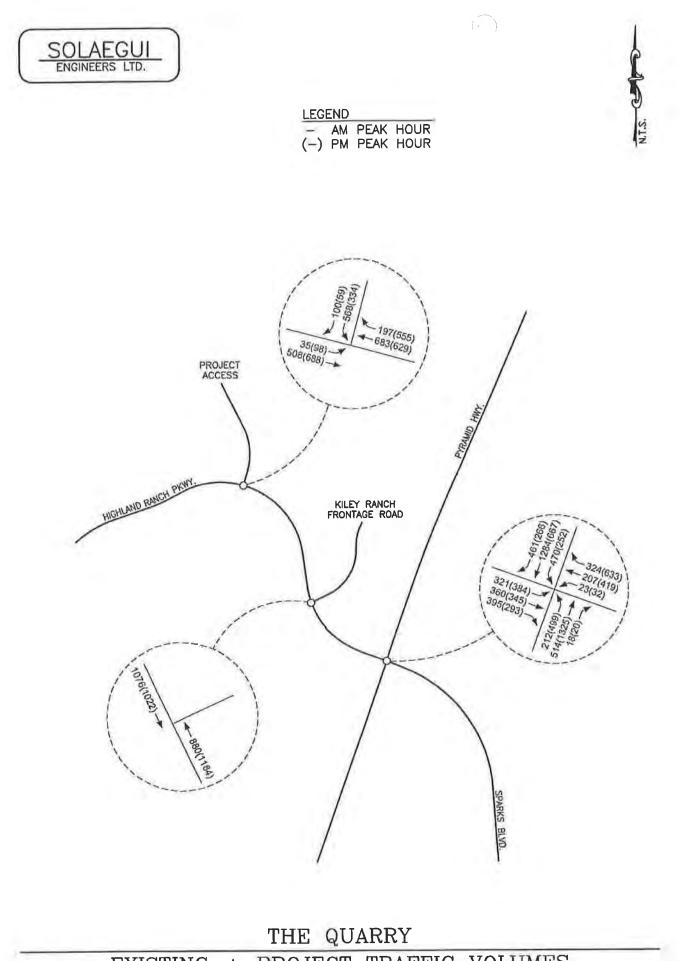


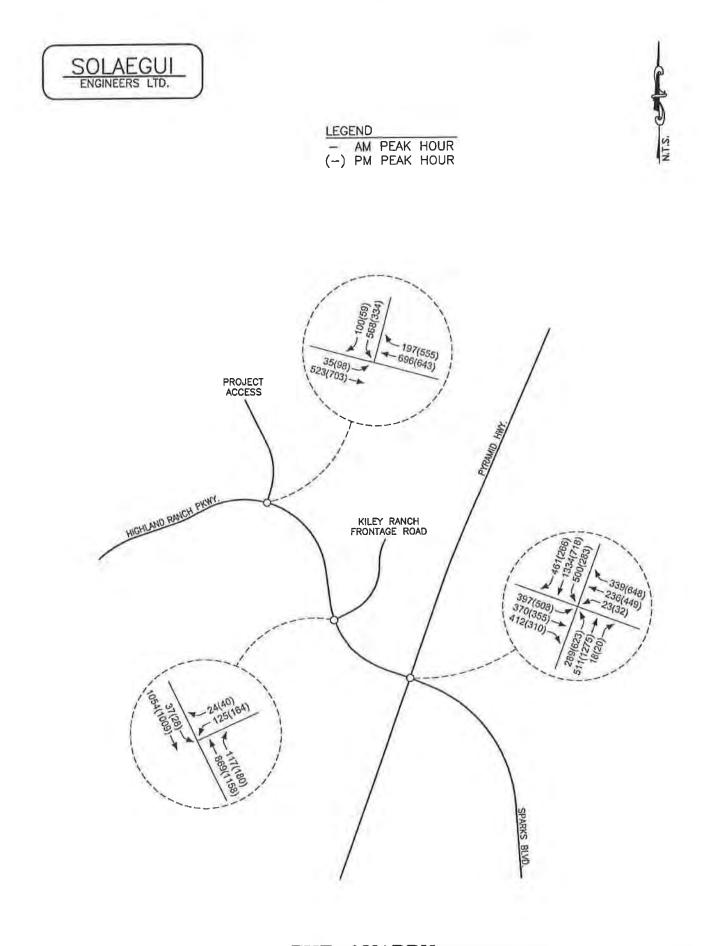
FIGURE 3



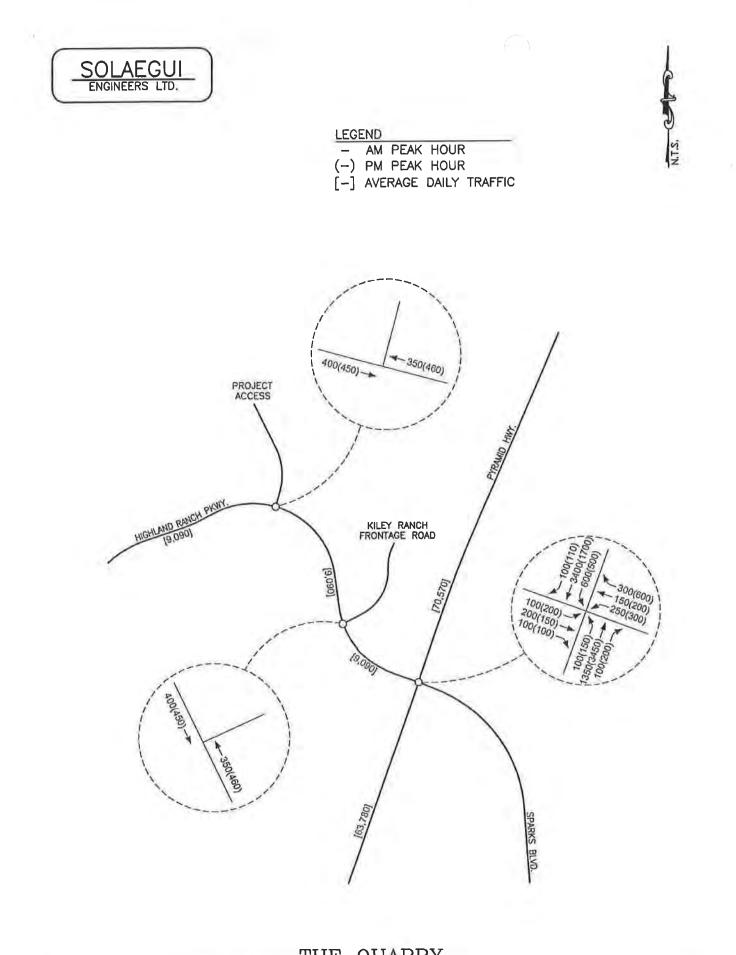
THE QUARRY EXISTING TRAFFIC VOLUMES FIGURE 4



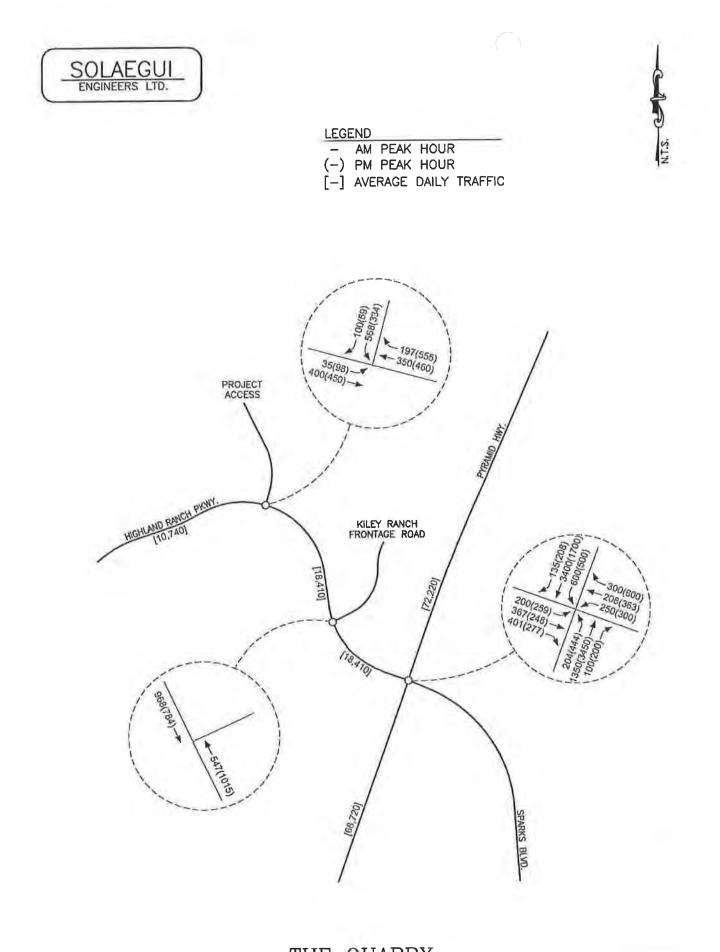
EXISTING + PROJECT TRAFFIC VOLUMES FIGURE 5



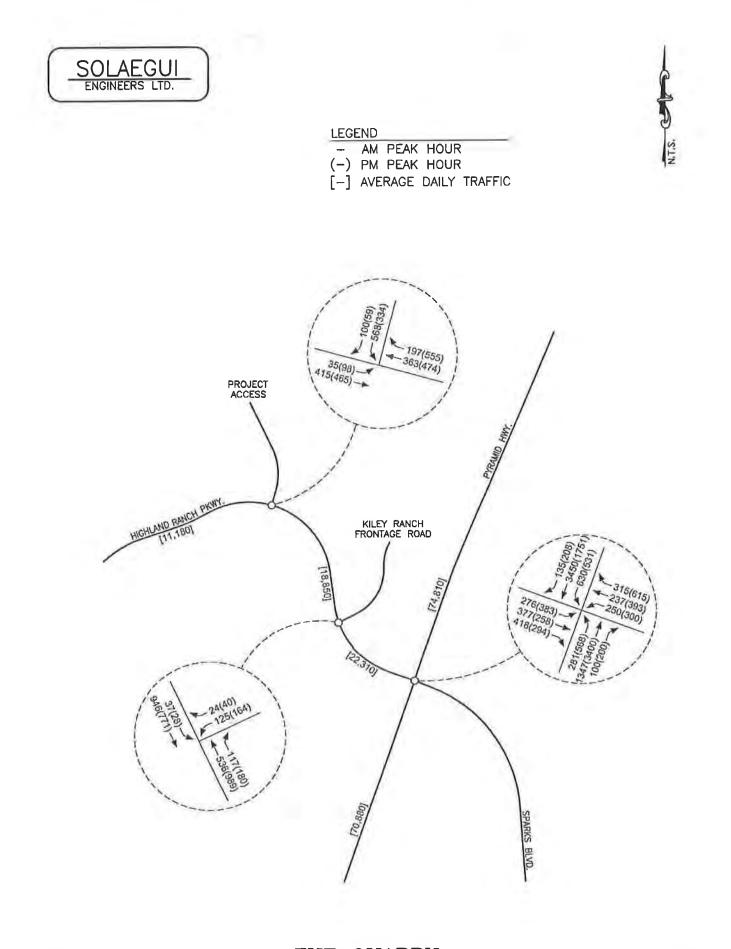
THE QUARRY EXISTING + PROJECT + KILEY RANCH TRAFFIC VOLUMES FIGURE 6



THE QUARRY 2035 BASE TRAFFIC VOLUMES FIGURE 7



THE QUARRY 2035 BASE + PROJECT TRAFFIC VOLUMES FIGURE 8



THE QUARRY 2035 BASE + PROJECT + KILEY RANCH VOLUMES FIGURE 9

ROADWAY CAPACITY ANALYSIS

Pyramid Highway and Highland Ranch Parkway in the vicinity of the site were identified for roadway capacity analysis. Roadway capacity is based on average daily level of service thresholds established by the Regional Transportation Commission. The 2040 Regional Transportation Plan indicates that LOS standards used for assessing the need for street and highway improvements at a planning level are LOS D for all regional roadway facilities projected to carry less than 27,000 ADT and LOS E for all regional roadway facilities projected to carry 27,000 or more ADT. The LOS standard is LOS D for Highland Ranch Parkway and LOS E for Pyramid Highway based on the 2035 base traffic volumes. The 2040 Regional Transportation Plan indicates that Pyramid Highway is classified as an arterial with high access control and Highland Ranch Parkway is classified as an arterial with moderate access control. Table 3 shows the average daily level of service thresholds for high and moderate access control arterials.

| LEVEL OF SERV | TABLE TICE CRITERIA | 3 FOR ROADWAY S | SEGMENTS | |
|--|-------------------------------|---|---|-------------------------------|
| | A | VERAGE DAILY | TRAFFIC VOLUN | Æ |
| FACILITY/LANES | LOS C | LOS D | LOS E | LOS F |
| Arterial with High Access Control 4 Lanes 6 Lanes 8 Lanes | ≤36,100 ≤54,700 ≤73,200 | 36,101-38,400 54,701-57,600 73,201-76,800 | 38,401-40,600 57,601-60,900 76,801-81,300 | >40,600 >60,900 >81,300 |
| Arterial with Moderate Access Control 2 Lanes 4 Lanes 6 Lanes | ≤14,800 ≤32,200 ≤49,600 | 14,801-17,500 32,201-35,200 49,601-52,900 | 17,501-18,600 35,201-36,900 52,901-55,400 | >18,600 >36,900 >55,400 |

Pyramid Highway and Highland Ranch Parkway were subsequently reviewed for capacity based on the 2035 average daily traffic volumes presented on Figures 7-9 and the level of service thresholds presented above. Table 4 shows a summary of the roadway segment level of service results for the 2035 base, 2035 base plus project, and 2035 base plus project plus Kiley Ranch traffic volumes.

| TABI ROADWAY SEGMENT LEV | | ICE RE | SULTS | | | |
|--|----------------------------|-------------|----------------------------|-------------|----------------------------|-------------|
| | 2035 H | BASE | 2035 E + PRO | | 2035 H + PRO + KII | JECT |
| ROADWAY SEGMENT | ADT | LOS | ADT | LOS | ADT | LOS |
| Pyramid Highway north of Highland Ranch 4-Lane High Access Control Arterial (Existing) 6-Lane High Access Control Arterial 8-Lane High Access Control Arterial (Needed) | 70,570 70,570 70,570 | F F C | 72,220 72,220 72,220 | F F C | 74,810 74,810 74,810 | F F D |

| TABLE 4 (CON ROADWAY SEGMENT LEVEL | | ICE RE | SULTS | | | |
|--|----------------------------|-------------|----------------------------|-------------|----------------------------|-------------|
| | 2035 F | BASE | 2035 E + PRO | | 2035 E + PRO + KII | JECT |
| ROADWAY SEGMENT | ADT | LOS | ADT | LOS | ADT | LOS |
| Pyramid Highway south of Highland Ranch 4-Lane High Access Control Arterial (Existing) 6-Lane High Access Control Arterial 8-Lane High Access Control Arterial (Needed) | 63,780 63,780 63,780 | F F C | 68,720 68,720 68,720 | F F C | 70,880 70,880 70,800 | F F C |
| Highland Ranch between Pyramid and Frontage Road 2-Lane Moderate Access Control Arterial (Existing) 4-Lane Moderate Access Control Arterial (Needed) | 9,090 | с | 18,410 18,410 | E C | 22,310 22,310 | F C |
| Highland Ranch between Frontage Road & Project Access 2-Lane Moderate Access Control Arterial (Existing) 4-Lane Moderate Access Control Arterial (Needed) | 9,090 | с | 18,410 18,410 | E C | 18,850 18,850 | F C |
| Highland Ranch west of Project Access 2-Lane Moderate Access Control Arterial (Existing) | 9,090 | с | 10,740 | с | 11,180 | с |

As shown in Table 4, the existing four-lane segment of Pyramid Highway north and south of Highland Ranch Parkway operates at LOS F for the 2035 base, 2035 base plus project, and 2035 base plus project plus Kiley Ranch traffic volumes. This roadway segment will need to be widened to eight lanes in order to maintain policy LOS E or better operation based on the high access control arterial level of service thresholds. However, RTC's 2040 Regional Transportation Plan indicates that the US-395 Connector is planned to be constructed to Pyramid Highway in the 2027-2040 timeframe. The Pyramid Highway/US-395 Connection Project indicates that a six-lane "high speed" high access control arterial is the preferred alternative for the Pyramid Highway/US-395 Connector north and south of Sparks Boulevard. Capacity thresholds for a high speed high access control arterial are not available but it is anticipated that the proposed six-lane section for this new roadway will provide LOS E or better operation for the 2035 base, 2035 base plus project, and 2035 base plus project plus Kiley Ranch scenarios.

The existing two-lane segment of Highland Ranch Parkway from Pyramid Highway to the Project Access operates at LOS C for the 2035 base traffic volumes, LOS E for the 2035 base plus project traffic volumes, and LOS F for the 2035 base plus project plus Kiley Ranch traffic volumes and the existing two-lane segment west of the Project Access operates at LOS C for the 2035 base, 2035 base plus project, and 2035 base plus project plus Kiley Ranch traffic volumes. This segment of Highland Ranch Parkway will therefore need to be widened to four lanes in order to maintain policy LOS D or better operation for the 2035 base plus project and 2035 base plus project plus Kiley Ranch scenarios. No capacity improvements are planned for Highland Ranch Parkway in RTC's 2040 Regional Transportation Plan. It is recommended that Highland Ranch Parkway be widened to four lanes from Pyramid Highway to the Project Access in order to serve project traffic volumes.

INTERSECTION CAPACITY ANALYSIS

The key intersections were analyzed for capacity based on procedures presented in the *Highway Capacity Manual (6th Edition)*, prepared by the Transportation Research Board, for unsignalized and signalized intersections using the latest version of the Highway Capacity Software.

The result of capacity analysis is a level of service (LOS) rating for each signalized intersection, roundabout, all-way stop controlled intersection, or minor movement at a two-way stop controlled intersection. Level of service is a qualitative measure of traffic operating conditions where a letter grade "A" through "F", corresponding to progressively worsening traffic operation, is assigned to the intersection or minor movement.

The *Highway Capacity Manual* defines level of service for two-way stop controlled intersections in terms of computed or measured control delay for each minor movement. Level of service is not defined for the two-way stop controlled intersection as a whole but is assigned to all-way stop controlled intersections and roundabouts. The level of service criteria for unsignalized intersections is shown in Table 5.

| LEVEL OF SERVICE CRITE | TABLE 5 ERIA FOR UNSIGNALIZED INTERSECTIONS |
|------------------------|--|
| LEVEL OF SERVICE | DELAY RANGE (SEC/VEH) |
| A | ≤10 |
| В | >10 and ≤15 |
| С | >15 and ≤25 |
| D | >25 and ≤35 |
| E | >35 and ≤50 |
| F | >50 |

Level of service for signalized intersections is stated in terms of the average control delay per vehicle for a peak 15 minute analysis period. The level of service criteria for signalized intersections is shown in Table 6.

| | TABLE 6 |
|--------------------|---------------------------------------|
| LEVEL OF SERVICE O | CRITERIA FOR SIGNALIZED INTERSECTIONS |
| LEVEL OF SERVICE | CONTROL DELAY PER VEHICLE (SEC) |
| A | ≤10 |
| В | >10 and <20 |
| С | >20 and ≤35 |
| D | >35 and ≤55 |
| E | >55 and ≤80 |
| F | >80 |

Table 7 shows a summary of the level of service and delay results for the existing, existing plus project, existing plus project plus Kiley Ranch, 2035 base, 2035 base plus project, and 2035 base plus project plus Kiley Ranch scenarios. The capacity worksheets are included in the Appendix.

| INT | ERSEC | CTION | LEVEL | | BLE 7 ERVICE | AND | DELAY | (RESU | JLTS | | | |
|---|--------------------------|--------------------------|---------------------------|---------------------------|----------------------------------|---------------------------|---------------------------|---------------------------|---------------------------|-----------------------------|-----------------------------------|---------------------------|
| | EXISTING | | EXISTING + PROJECT | | EXISTING + PROJECT + KILEY | | 2035 BASE | | 2035 BASE + PROJECT | | 2035 BASE + PROJECT + KILEY | |
| INTERSECTION | AM | РМ | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM |
| Pyramid/Highland Ranch Signal w/Exist. Lanes Signal w/Added Lanes Interchange w/Signal NB Ramps SB Ramps | D40 N/A N/A N/A | D54 N/A N/A N/A | F136 D43 N/A N/A | F137 D49 N/A N/A | F165 D46 N/A N/A | F189 D50 N/A N/A | F193 C34 B16 C23 | F327 D52 C21 B19 | F321 D38 B17 C23 | F359 E58 C22.0 B19 | F349 D42 B17 C23 | F376 E66 C24 B20 |
| Highland Ranch/Access Signal | N/A | N/A | C23 | B19 | C24 | B20 | N/A | N/A | B18 | B19 | B18 | B19 |
| Highland Ranch/Frontage Stop at North Leg EB Left SB Left SB Right | N/A N/A N/A | N/A N/A N/A | N/A N/A N/A | N/A N/A N/A | B11 F353 B12 | B13 F999 B14 | N/A N/A N/A | N/A N/A N/A | N/A N/A N/A | N/A N/A N/A | A9 F61 B10 | B12 F392 B13 |

Pyramid Highway/Highland Ranch Parkway/Sparks Boulevard Intersection

The Pyramid Highway/Highland Ranch Parkway/Sparks Boulevard intersection was initially analyzed as a signalized four-leg intersection with the existing approach lanes for all scenarios. The intersection currently operates at LOS D with a delay of 40 seconds per vehicle during the AM peak hour and 54 seconds per vehicle during the PM peak hour. For the existing plus project traffic volumes the intersection operates at LOS F with a delay of 136 seconds per vehicle during the AM peak hour and 137 seconds per vehicle during the PM peak hour. For the existing plus project plus Kiley Ranch traffic volumes the intersection operates at LOS F with a delay of 165 seconds per vehicle during the AM peak hour and 189 seconds per vehicle during the PM peak hour. The intersection will continue to operate at LOS F with high delays for the 2035 base, 2035 base plus project plus Kiley Ranch traffic volumes.

The signalized Pyramid Highway/Highland Ranch Parkway/Sparks Boulevard intersection was subsequently re-analyzed for capacity with additional approach lanes. For the existing plus project and existing plus project plus Kiley Ranch traffic volumes the intersection operates at LOS D during the AM and PM peak hours with dual left turn lanes, two through lanes, and one free right turn lane at the east and west approaches and dual left turn lanes at the south approach. For the 2035 base, 2035 base plus project, and 2035 base plus project plus Kiley Ranch traffic volumes the intersection operates at LOS E or better during the AM and PM peak hours with dual left turn lanes, four through lanes, and one right turn lane at the north and south approaches and dual left turn lanes, two through lanes, and one free right turn lane at the east and west approaches.

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Four through lanes at the north and south Pyramid Highway approaches is consistent with the roadway capacity results that require an eight-lane high access control arterial for all 2035 scenarios. However, as previously discussed, the Pyramid Highway/US-395 Connection Project indicates that a six-lane "high speed" high access control arterial is the preferred alternative for the Pyramid Highway/US-395 Connector north and south of Sparks Boulevard. The Pyramid Highway/US-395 Connection Project and RTC's 2040 Regional Transportation Plan also indicate that a gradeseparated interchange is planned for construction at the Pyramid Highway/Highland Ranch Parkway/Sparks Boulevard intersection in the 2027-2040 timeframe. The Pyramid Highway/ Highland Ranch Parkway/Sparks Boulevard intersection therefore re-analyzed for capacity as two separate signalized ramp intersections. The northbound and southbound ramp intersections operate at LOS C or better during the AM and PM peak hours for the 2035 base, 2035 base plus project, and 2035 base plus project plus Kiley Ranch scenarios. The northbound ramp intersection was analyzed with dual left turn lanes and two through lanes at the west approach, two through lanes and one right turn lane the east approach, and dual left turn lanes and one right turn lane at the south approach. The southbound ramp intersection was analyzed with dual left turn lanes and two through lanes at the east approach, two through lanes and one right turn lane the west approach, and dual left turn lanes and one right turn lane at the north approach.

Storage and deceleration requirements were reviewed for the needed dual left turn lanes at the west and south approaches based on the existing plus project plus Kiley Ranch traffic volumes. 325 feet of storage length is required for each left turn lane at the west approach and 375 feet is required for each left turn lane at the south approach based on the Poisson method for signalized intersections with a 95th percentile confidence level and 130 second cycle length. For desirable conditions 220 feet of deceleration length is needed for the left turn pocket at the west approach based on the 45 mile per hour speed limit on Highland Ranch Parkway and 365 feet of deceleration length is needed for the left turn pocket at the 55 mile per hour speed limit on Pyramid Highway.

It is recommended that the Pyramid Highway/Highland Ranch Parkway/Sparks Boulevard intersection be improved to include dual left turn lanes, two through lanes, and one right turn lane at the east and west approaches and dual left turn lanes at the south approach in order to serve project buildout traffic volumes. The dual left turn pocket at the west approach should contain 545 feet of storage/deceleration length and the dual left turn pocket at the south approach should contain 740 feet of storage/deceleration length.

Highland Ranch Parkway/Project Access Intersection

The Highland Ranch Parkway/Project Access intersection was analyzed as a signalized three-leg intersection for the existing plus project, existing plus project plus Kiley Ranch, 2035 base plus project, and 2035 base plus project plus Kiley Ranch scenarios. The intersection meets traffic signal warrant 3 per the latest edition of the *Manual on Uniform Traffic Control Devices* (MUTCD). For the existing plus project traffic volumes the intersection operates at LOS C during the AM peak hour and LOS B during the AM Peak hour. For the existing plus project plus Kiley Ranch traffic volumes the intersection continues to operate at LOS C during the AM peak hour and LOS B during the AM peak hour with slight increases in delay.

For the 2035 base plus project traffic volumes the intersection operates at LOS B during the AM and PM peak hours. For the 2035 base plus project plus Kiley Ranch traffic volumes the intersection continues to operate at LOS B during the AM and PM peak hours. The intersection was analyzed with one left turn lane and one through lane at the west approach, one through lane and one right turn lane at the east approach, and dual left turn lanes and one right turn lane at the north approach for all scenarios.

Traffic signal spacing requirements were reviewed for the Highland Ranch Parkway/Project Access intersection. RTC's access management standards indicate that traffic signals on arterials with moderate access control (Highland Ranch Parkway) shall be spaced a minimum of 1,590 feet apart. The centerline spacing on Highland Ranch Parkway between Pyramid Highway and the Project Access is $\pm 1,500$ which very nearly meets the signal spacing standard.

Storage and deceleration requirements were reviewed for the needed left turn lanes at the west and north approaches. Approximately 150 feet of storage length is required for the left turn lane at the west approach and 250 feet is required for each left turn lane at the north approach based on the Poisson method for signalized intersections with a 95th percentile confidence level and 90 second cycle length. For desirable conditions 220 feet of deceleration length is needed for the left turn pocket at the west approach based on the 45 mile per hour speed limit on Highland Ranch Parkway and 115 feet of deceleration length is needed for the left turn pocket at the north approach based on an assumed speed limit of 35 miles per hour.

It is recommended that the Highland Ranch Parkway/Project Access intersection be improved as three-leg traffic signal controlled intersection with one left turn lane and one through lane at the west approach, one through lane and one right turn lane at the east approach, and dual left turn lanes and one right turn lane at the north approach. The left turn pocket at the west approach should contain 370 feet of storage/deceleration length and the dual left turn pocket at the north approach should contain 365 feet of storage/deceleration length.

Highland Ranch Parkway/Frontage Road Intersection

The Highland Ranch Parkway/Frontage Road intersection was analyzed as an unsignalized threeleg intersection with stop sign control at the north approach for the existing plus project plus Kiley Ranch and 2035 base plus project plus Kiley Ranch scenarios. For the existing plus project plus Kiley Ranch traffic volumes the southbound left turn movement operates at LOS F during the AM and PM peak hours. For the 2035 base plus project plus Kiley Ranch traffic volumes the southbound left turn movement continues to operate at LOS F during the AM and PM peak hours. The intersection was analyzed with one left turn lane and two through lane at the west approach, two through lanes and one right turn lane at the east approach, and one left turn lane and one right turn lane at the north approach for all scenarios. Traffic signal warrant and signal spacing requirements were subsequently reviewed at the intersection. Peak hour traffic signal warrant 3 per the latest edition of the *Manual on Uniform Traffic Control Devices* (MUTCD) is met at the intersection for the existing plus project plus Kiley Ranch traffic volumes. However, the intersection does not meet RTC's 1,590 feet signal spacing requirement. The left turn movements at the intersection may ultimately need to be restricted.

RECOMMENDATIONS

Traffic generated by The Quarry will have some impact the adjacent street network. The following recommendations are made to mitigate project traffic impacts.

It is recommended that any required signing, striping or traffic control improvements comply with City of Sparks and Nevada Department of Transportation requirements.

It is recommended that Highland Ranch Parkway be widened to four lanes from Pyramid Highway to the Project Access.

It is recommended that the Pyramid Highway/Highland Ranch Parkway/Sparks Boulevard intersection be improved to include dual left turn lanes, two through lanes, and one right turn lane at the east and west approaches and dual left turn lanes at the south approach. The dual left turn pocket at the west approach should contain 545 feet of storage/deceleration length and the dual left turn pocket at the south approach should contain 740 feet of storage/deceleration length.

It is recommended that the Highland Ranch Parkway/Project Access intersection be improved as three-leg traffic signal controlled intersection with one left turn lane and one through lane at the west approach, one through lane and one right turn lane at the east approach, and dual left turn lanes and one right turn lane at the north approach. The left turn pocket at the west approach should contain 370 feet of storage/deceleration length and the dual left turn pocket at the north approach should contain 365 feet of storage/deceleration length.

APPENDIX

Trip Generation Summary - Alternative 1

| | Avera | AM Peak Hour of Adjacent Street Traffic | | | PM Peak Hour of Adjacent Street Traffic | | | | |
|--------------------------------------|-------|--|--------------|--------------|--|-------|--------------|-------------|------|
| ITE Land Use | Enter | <u>Exit</u> | <u>Total</u> | <u>Enter</u> | <u>Exit</u> | Total | <u>Enter</u> | <u>Exit</u> | Tota |
| 210 SFHOUSE 1 1223 Dwelling Units | 5257 | 5256 | 10513 | 217 | 649 | 866 | 630 | 370 | 1000 |
| Unadjusted Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Internal Capture Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Added to Adjacent Streets | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

1

Trip Generation Summary - Alternative 1

| Project: New Project Alternative: Alternative 1 | | | | Open Date: 9/ Analysis Date: 9/ | | | | | |
|--|-------|--|--------------|------------------------------------|--|-------|--------------|------|-------------|
| | Avera | AM Peak Hour of Adjacent Street Traffic | | | PM Peak Hour of Adjacent Street Traffic | | | | |
| ITE Land Use | Enter | <u>Exit</u> | <u>Total</u> | Enter | <u> Exit </u> | Total | <u>Enter</u> | Exit | <u>Tota</u> |
| 151 MWAREHOUSE 1 13 Acres | 231 | 230 | 461 | 15 | 19 | 34 | 23 | 23 | 46 |
| Unadjusted Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| nternal Capture Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Added to Adjacent Streets | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Total PM Peak Hour Internal Capture = 0 Percent

| | Avera | age Daily | Trips | | Peak Ho Int Street | | | Peak Ho ent Street | |
|----------------------------------|-------|-----------|---------|-------|-----------------------|-------|--------------|-----------------------|-------|
| ITE_ Land Use | Enter | _Exit_ | _Total_ | Enter | _Exit_ | Total | <u>Enter</u> | Exit | _Tota |
| 853 CONVMARKETGAS 1 | 3383 | 3382 | 6765 | 164 | 163 | 327 | 204 | 203 | 407 |
| 8 Gross Floor Area 1000 SF | | | | | | | | | |
| Unadjusted Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| nternal Capture Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 103 | 103 | 206 | 135 | 134 | 269 |
| Volume Added to Adjacent Streets | 0 | 0 | 0 | -103 | -103 | -206 | -135 | -134 | -269 |

| Project: New Project Alternative: Alternative 1 | | | | | | | n Date: is Date: | 9/19/20 9/19/20 | |
|--|-------|-----------|-------|-------|----------------------|-------|---------------------|-----------------------|------|
| | Avera | ige Daily | Trips | | Peak Ho nt Street | | | Peak Ho Int Street | |
| ITE_ Land Use | Enter | Exit | Total | Enter | Exit | Total | Enter | _ <u>Exit</u> _ | Tota |
| 934 FASTFOODDT 1 | 2605 | 2604 | 5209 | 243 | 234 | 477 | 178 | 165 | 343 |
| 10.5 Gross Floor Area 1000 SF | | | | | | | | | |
| Jnadjusted Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| nternal Capture Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 119 | 115 | 234 | 89 | 82 | 171 |
| • • | 0 | 0 | 0 | -119 | -115 | -234 | -89 | -82 | -171 |

Total PM Peak Hour Internal Capture = 0 Percent

1

| Project: New Project Alternative: Alternative 1 | | | | | | | n Date: s Date: | 9/19/20 9/19/20 | |
|--|-------|----------|---------|---------|----------------------|-------|--------------------|----------------------------------|------|
| | Avera | ge Daily | Trips | | Peak Ho nt Street | | | ^D eak Ho nt Street | |
| ITE Land Use | Enter | Exit | _Total_ | _Enter_ | Exit | Total | Enter | Exit | Tota |
| 932 RESTAURANTHT 1 | 636 | 636 | 1272 | 59 | 49 | 108 | -59 | 40 | 99 |
| 10 Gross Floor Area 1000 SF | | | | | | | | | |
| Jnadjusted Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| nternal Capture Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Added to Adjacent Streets | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Total PM Peak Hour Internal Capture = 0 Percent

| | Avera | ge Daily | Trips | | Peak Hou nt Street | | | Peak Ho nt Street | |
|---|-------|----------|-------|-------|-----------------------|-------|--------------|----------------------|------|
| ITE Land Use | Enter | Exit | Total | Enter | Exit | Total | <u>Enter</u> | <u>Exit</u> | Tota |
| 820 CENTERSHOPPING 130 Gross Leasable Area 1000 SF | 641 | 640 | 1281 | 18 | 11 | 29 | 53 | 58 | 111 |
| Jnadjusted Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| nternal Capture Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Added to Adjacent Streets | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | Avera | ge Daily | Trips | | Peak Ho nt Streel | | | Peak Ho nt Street | |
|--|-------|----------|-------|-------|----------------------|----|--------|----------------------|------|
| ITE Land Use | Enter | _Exit | Total | Enter | Exit | | Enter_ | Exit | Tota |
| Land Use 343 SALESAUTOPARTS 1 8 Gross Floor Area 1000 SF | 248 | 247 | 495 | 9 | 9 | 18 | 24 | 24 | 48 |
| Unadjusted Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| nternal Capture Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Added to Adjacent Streets | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Total PM Peak Hour Internal Capture = 0 Percent

1

| | Avera | ge Daily | [,] Trips | | ^D eak Ho nt Street | | | Peak Ho nt Street | |
|---|-------|----------|--------------------|-------|----------------------------------|-------|-------|----------------------|-------|
| ITE Land Use | Enter | Exit | Total | Enter | _Exit_ | Total | Enter | <u>Exit</u> | _Tota |
| 848 STORETIRE 1 8 Gross Floor Area 1000 SF | 100 | 99 | 199 | 14 | 9 | 23 | 14 | 19 | 33 |
| Jnadjusted Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| nternal Capture Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Added to Adjacent Streets | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Total PM Peak Hour Internal Capture = 0 Percent

1

| | Avera | ge Daily | Trips | | Peak Ho Int Street | | | Peak Ho nt Street | |
|----------------------------------|-------|-------------|-------|-------|-----------------------|-------|-------|----------------------|------|
| ITE Land Use | Enter | <u>Exit</u> | Total | Enter | Exit | Total | Enter | Exit | Tota |
| 947 CARWASH 1 4 Wash Stalls | 216 | 216 | 432 | | | | 11 | 11 | 22 |
| Jnadjusted Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| nternal Capture Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Added to Adjacent Streets | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Alternative: Alternative 1 | | | | | Peak Ho | ur of | PMI | 9/19/20 Peak Ho | ur of |
|----------------------------------|-------|-------------|-------|--------|-----------|---------|--------|--------------------|-------------|
| | Avera | ge Daily | Trips | Adjace | nt Street | Traffic | Adjace | nt Street | |
| ITE Land Use | Enter | <u>Exit</u> | Total | Enter | Exit | Total | Enter | Exit | <u>Tota</u> |
| 151 MWAREHOUSE 1 | 142 | 141 | 283 | 9 | 12 | 21 | 15 | 14 | 29 |
| 8 Acres | | | | | | | | | |
| Inadjusted Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| nternal Capture Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Added to Adjacent Streets | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Total PM Peak Hour Internal Capture = 0 Percent

| North Lat. Shirt | 이 것 같은 | E EVER THE AND | 3163 F | Vielling | E19135 | rsect | 2. 84.1 | 1. 24 | 1 | 15.82 | 12.5% | albert a | 12 LE | States | inter St |
|--|--|--|--|------------------|---------------|--|-----------------------|--|-------------------|-----------|---|----------|------------|--|------------------------|
| General Inform | nation | SUPPORT STORY | Contraction of the local division of the loc | H SC H S L S S | VINCE-IN VINC | Contraction of the local division of the loc | | 1 | ntersec | tion Info | rmatio | n | 1 | -1 -1-1-1 in | 14 |
| Agency | the second second | Solaegui Engineers | | | | | | C | uration | , h | 0.25 | | 1 | itte | Alera. |
| Analyst | | MSH | Territori | Analysi | is Date | Sep 13 | 3, 2017 | A | rea Typ | 96 | Other | | 4 | | |
| Jurisdiction | | City of Sparks | | Time P | | | ak Hour | | HF | | 0.92 | | 4 . | + | <u> </u> |
| Urban Street | | | | and the state of | | Existin | and the second second | - | | Period | 1> 7:0 | 0 | 12 | | |
| Intersection | | Pyramid & Sparks | | File Na | | | 7ax.xus | - l' | | | 12-20- | | | 3110 | are. |
| Project Descrip | tion | i yranna a opano | | 11.110 110 | | 1. Jep. | | | | | | | 1 | 41475 | 1 |
| r Tojeci Deserip | R. S. | TELEVIS STATES | 11151 | WALCZ! | 1. 1 K. | 1000 | 110 | 12 . 1 | the set | and a | 27.3 | MIE P | The second | at all | NE |
| Demand Inform | nation | | | | EB | | | WB | 1 | | NB | | | SB | |
| Approach Move | ement | | | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (v), v | | | | 221 | 193 | 94 | 23 | 149 | | 108 | 514 | 18 | 470 | 1284 | 426 |
| Carlot State | 19 5 20 | | 5.0 | N. Cont | S.C. | 10 Juli | 10.00 | 2 1 | in inte | 10 100 | de de | Sum | - | 12230 | 26.1-1 |
| Signal Informa | ation | | | | 5 | 2 | 1 | 2 | | 10.10 | -1 | 2300 | +- | - | |
| Cycle, s | 120.0 | Reference Phase | 2 | | 21 | | 11 | | R | R | | M | r | 3 | 4 |
| Offset, s | 0 | Reference Point | End | Green | 14.0 | 3.0 | 50.0 | 5.0 | 11. | 17.0 | | 1 | | | - |
| Uncoordinated | No | Simult. Gap E/W | On | Yellow | 4.0 | 10.0 | 4.0 | 4.0 | 0.0 | 4.0 | | 14 | | 1 | |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | | | 1 | 2 North State | 1 |
| Sparse | 124 | and the second com | 12 12 | 1.00 | 1212 | 1.00 | 131 31 | 1. 9. 25 | 12 | | 2 1 23 | and the | Stop . | and the second | ODT |
| Timer Results | | | | EBL | E., | EBT | WBL | - | WBT | NBL | - | NBT | SBL | - | SBT |
| Assigned Phas | e | | | 7 | _ | 4 | 3 | - | 8 | 5 | | 2 | 1 | | 6 |
| Case Number | - | | | 2.0 | _ | 4.0 | 2.0 | _ | 4.0 | 2.0 | | 3.0 | 2.0 | - | 3.0 |
| Phase Duration | 1, S | | | 21.0 | | 33.0 | 10.0 | | 22.0 | 19.0 | _ | 55.0 | 22.0 | | 58.0 |
| and the second se | ange Period, (Y+R ₀), s ax Allow Headway (MAH), s | | | | | 5.0 | 5.0 | | 5.0 | 5.0 | - | 5.0 | 0.0 | | 5.0 |
| the second se | ax Allow Headway (MAH), s | | | | | 3.1 | 3.0 | _ | 3.1 | 2.9 | | 0.0 | 2.9 | | 0.0 |
| Queue Clearar | ueue Clearance Time (g s), s | | | 0.2 | | 19.6 | 2.8 | | 11.8 | 9.5 | | | 19.0 | | 0.0 |
| the second se | reen Extension Time (g $_{e}$), s | | | | _ | 0.6 | 0.0 | | 0.5 | 0.1 | | 0.0 | 0.4 | - | 0.0 |
| Phase Call Pro | bability | | | | | 1.00 | 1.00 | the second s | 1.00 | 1.00 | | | 1.00 | statistics in the local division of the loca | |
| Max Out Proba | bility | Martin Contactor of the | COLUMN | 0.66 | | 0.03 | 1.00 | - | 0.23 | 0.12 | the second | monte | 0.94 | and the second | 1163200 |
| Park and the second | | A Providence of the second | | CARD AND | | 121.14 | Control Control of | WB | 2.11.2 | 1 | NB | 2 States | and in | SB | - |
| Movement Gr | Sector Sector | SUITS | | | EB T | R | L | T | R | L | T | R | L | T | R |
| Approach Mov | | | | 1 L | 4 | 14 | 3 | 8 | - | 5 | 2 | 12 | 1 | 6 | 16 |
| Assigned Move | | ·) | | 240 | 285 | 14 | 25 | 162 | | 117 | 559 | 20 | 511 | 1396 | 354 |
| Adjusted Flow | | the second se | 10 | 1781 | 1000 | | 1730 | 1870 | | 1781 | 1781 | 1556 | 1730 | 1781 | 1538 |
| Adjusted Satur Queue Service | | ow Rate (s), veh/h/ | | 15.4 | 1773 | | 0.8 | 9.8 | - | 7.5 | 13.0 | 0.9 | 17.0 | 43.2 | 20.1 |
| and the second se | | g s), s ce Time (g c), s | | 15.4 | 17.6 | | 0.8 | 9.8 | - | 7.5 | 13.0 | 0.9 | 17.0 | 43.2 | 20.1 |
| Green Ratio (| the second se | 6 IIII6 (9 c) 5 | | 0.18 | 0.23 | - | 0.04 | 0.14 | 1 | 0.12 | 0.42 | 0.42 | 0.18 | 0.44 | 0.44 |
| the second s | The second se | | | 312 | 414 | | 144 | 265 | | 208 | 1484 | 648 | 634 | 1573 | 679 |
| Capacity (c), Volume-to-Cap | | atio (X) | | 0.771 | 0.688 | - | 0.173 | 0.611 | 1 | 0.565 | and succession of the local division of the | 0.030 | 0.806 | 0.887 | 0.52 |
| the state of the s | Address of the Owner, where the | Min (95 th percentile | •) | 309.5 | 323.2 | | 16,5 | 208.3 | the second second | 151.8 | 229.3 | 14.7 | 306.6 | 647.7 | 296.7 |
| and shall be a second state of the second state of the | and the second second | reh/In (95 th percen | | 12.2 | 12.7 | | 0.7 | 8.2 | 1 | 6.0 | 9.0 | 0.6 | 12.1 | 25.5 | 11.7 |
| and the second s | and in case of the local division of the loc | (RQ) (95 th percer | | 0.00 | 0.00 | | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay | And and a second second | and the second s | | 47.2 | 42.0 | 1 | 55.5 | 48.4 | | 50.1 | 24.2 | 20.7 | 47.0 | 30.8 | 24.3 |
| Incremental D | Company of the lot of | | | 10.2 | 4.0 | | 0.2 | 3.0 | - | 2.2 | 0.7 | 0.1 | 7.0 | 7.8 | 2.9 |
| Initial Queue D | | string on the state of the stat | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay | survey of the local division of the local di | COLOR & MANUAL COLOR & | | 57.4 | 46.0 | | 55.7 | 51.4 | | 52.3 | 24.9 | 20.8 | 53.9 | 38,6 | 27.2 |
| Level of Service | the set of the second | | ****** | E | D | | E | D | | D | C | C | D | D | C |
| Approach Dela | | the second se | | 51. | | D | 52.0 | | D | 29. | 5 | C | 40.3 | 3 | D |
| Intersection De | A contract of the local division of the loca | the second se | | 1 | | | 0.4 | | | 1 | | | D | | |
| 12 - 17 - 7A - 73 | S. Marth | | Sin all | 1.125 | 1. 19 11 | Children ! | STVE-2 | 12.12 | With 1 | - | in the second | -646 | 17/2 | n ATIN | and and a state of the |
| Multimodal R | esults | | | 1 | EB | | | WB | | 1 | NB | | | SB | |
| Pedestrian LO | Contraction in contract of | e/LOS | | 3.0 | | C | 3.2 | | C | 2.9 | | С | 2,3 | | В |
| Bicycle LOS S | | the second se | - | 1.4 | | A | 0.7 | | A | 1.1 | | A | 2.4 | | В |

HCS7TM Streets Version 7.3

Gonerated: 9/22/2017 1:18:51 PM

| | | HCS | 7 Sia | alized | d Inte | rsecti | ion R | esul | ts Sun | nm ý | | | | - | - |
|---|--|--|-----------|---------------|-----------|---|------------|-------------------|-------------|---------------------|-----------------------|----------------|------------------|--|---------------|
| Fride Contraction | 11.1 | and the second of the | 13.00 | ACTIV. | Calle D. | | File , etc | N.F. | ディング | 100 | 33.92 | 2.14 | 2/11-11- | - Edit | ALL ALL |
| General Inform | ation | | | | | | | | ntersect | | - | n | 1 | jjii(| |
| Agency | | Solaegui Engineers | P | | | | | I | Duration, | h | 0.25 | | 10 | | isto. |
| Analyst | | MSH | | Analysi | s Date | Sep 13 | , 2017 | 1 | Area Typ | e | Other | | 4 | | |
| Jurisdiction | | City of Sparks | | Time P | eriod | PM Pe | ak Hour | F | PHF | | 0.92 | | | UR E | 1 |
| Urban Street | | | | Analysi | s Year | Existing | 9 | 1 | Analysis | Period | 1> 7:0 | 0 | - | | |
| Intersection | | Pyramid & Sparks | | File Na | me | PySp1 | 7px.xus | | | | | | | httr | |
| Project Descrip | tion | | | A | | 1.5.5 | | | | | - | COLUMN DIA POL | 3 | 4 1 4 7 4 | 7 |
| | 11.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1 | | 1 section | CHERONE. | EB | 1354 | ARA DE | WB | 1. 2. 12 C | in the state | NB | 4012, 14 | 1.1.2 | SB | in the second |
| Demand Inform | ALC: NOT A COMPANY | | | | | R | 1 | T | R | I | T | R | L | T | R |
| Approach Move | and the second s | And a second local data | | L | T | | L | - | _ | 205 | 1325 | 20 | 252 | 667 | 168 |
| Demand (v), v | eh/h | SOLAND STUDIE | NAME AND | 325 | 247 | 116 | 32 | 256 | Const Total | 205 | 1325 | 20 | 252 | 007 | 100 |
| Signal Informa | tion | AG TO THE A | - 1 - (1) | T | ALC: DECK | Contraction of the local distance | 14 | and succession. | COUSER | - | | - | AND IN THE OWNER | ALC ALC A LOUGH | |
| Cycle, s | 130.0 | Reference Phase | 2 | | 20 | 1 | 1 | 2 | 27 | - | - > | × . | V | - | - |
| Offset, s | 0 | Reference Point | End | 1 | 2 | YIY | 1 | | 3 | R | - | 1 | 2 | 3 | × . |
| Uncoordinated | No | Simult. Gap E/W | On | Green | | 10.0 | 47.0 | 6.0 | 15.0 | 20.0 | | | 1.1 | * | + |
| | Fixed | Simult. Gap N/S | On | Yellow Red | 14.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | - |] . [" | | | |
| Force Mode | Fixed | Simult. Gap 14/5 | Ch | TNOU | 1.0 | 10.0 | T tio | 11.0 | 1010 | -11 | Provide State | 1=2:4 | Start L | STE . | 1950 |
| Timer Results | 1115,-15 | and the second s | | EBL | | EBT | WBL | | WBT | NBL | | NBT | SBL | | SBT |
| Assigned Phas | 0 | | | 7 | - | 4 | 3 | | 8 | 5 | | 2 | 1 | | 6 |
| Case Number | | | | 2.0 | | 4.0 | 2.0 | | 4.0 | 2.0 | | 3.0 | 2.0 | | 3.0 |
| Phase Duration | | | | 26.0 | | 40.0 | 11.0 | 1 | 25.0 | 27.0 | | 32.0 | 17.0 | 0 | 52.0 |
| | | al s | | 0.0 | - | 5.0 | 5.0 | 1 | 5.0 | 0.0 | | 5.0 | 5.0 | | 5.0 |
| the second se | nange Period, (Y+R c), s ax Allow Headway (MAH), s | | | | | 3.0 | 3.0 | | 3.0 | 2.9 | | 0.0 | 2.9 | | 0.0 |
| | | | | | | 26.8 | 3.3 | | 21.2 | 16.7 | | | 12.1 | | |
| the second se | ueue Clearance Time (g s), s reen Extension Time (g e), s | | | | | 0.9 | 0.0 | - | 0.0 | 0.3 | | 0.0 | 0.0 | | 0.0 |
| Phase Call Pro | and the owner where the | | | 0.0 | | 1.00 | 1.00 | | 1.00 | 1.00 | | | 1.00 | al local de la companya d | |
| Max Out Proba | | | | | | 0.07 | 1.00 | | 1.00 | 0.00 | and the second second | | 1.00 | | |
| Max Out Troba | Silence | A State Provide State | Nel liet | 1.00 | | 2312- | - illin | 150 | 1 | (117) 40 (12) 40 | 15.63 | Hinda | 1000 | 13:Na | 2.10 |
| Movement Gr | oup Res | sults | | - | EB | the second se | | WB | | - | NB | | - | SB | |
| Approach Mov | ement | | | L | Т | R | L | T | R | L | T | R | L | T | R |
| Assigned Move | ement | | | 7 | 4 | 14 | 3 | 8 | | 5 | 2 | 12 | 1 | 6 | 16 |
| Adjusted Flow | Rate (| /), veh/h | | 353 | 367 | | 35 | 278 | | 223 | 1440 | 22 | 274 | 725 | 139 |
| Adjusted Satur | ation FI | ow Rate (s), veh/h/ | /In | 1781 | 1772 | | 1730 | 1870 | 1 | 1781 | 1781 | 1557 | 1730 | 1781 | 1535 |
| Queue Service | Time (| g s), s | | 25.7 | 24.8 | | 1.3 | 19.2 | | 14.7 | 49.6 | 1.0 | 10.1 | 21.2 | 8.3 |
| Cycle Queue C | learand | ce Time (g c), s | | 25.7 | 24.8 | | 1.3 | 19.2 | | 14.7 | 49.6 | 1.0 | 10.1 | 21.2 | 8.3 |
| Green Ratio (| g/C) | | | 0.20 | 0.27 | | 0.05 | 0.15 | | 0.21 | 0.44 | 0.44 | 0.09 | 0.36 | 0.36 |
| Capacity (c), | veh/h | | | 356 | 477 | | 160 | 288 | | 370 | 1561 | 683 | 319 | 1287 | 555 |
| Volume-to-Cap | acity R | atio (X) | | 0.992 | 0.770 | | 0.218 | 0.96 | 7 | 0.602 | 0.922 | 0.032 | 0.858 | 0.563 | 0.251 |
| Back of Queue | e (Q), f | t/In (95 th percentile |) | 567.9 | 439.5 | | 25.1 | 458. | 9 | 269.9 | 752 | 17.2 | 224.7 | 352.9 | 140.9 |
| | | eh/in (95 th percen | | 22.4 | 17.3 | | 1.0 | 18.1 | | 10.6 | 29.6 | 0,7 | 8.8 | 13.9 | 5.5 |
| The second se | | (RQ) (95 th percer | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay | | And and a loss of the loss of | | 51.9 | 43.8 | | 59.7 | 54.7 | 1 | 46.6 | 34.4 | 20.8 | 58.2 | 33.3 | 29.1 |
| Incremental De | and the second division of the | And the second se | | 45.3 | 6.8 | | 0.3 | 43.7 | | 2.0 | 10.5 | 0.1 | 19.3 | 1.8 | 1.1 |
| Initial Queue D | and the second second | the second s | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay | - | and the second s | | 97.1 | 50.6 | | 60.0 | 98,4 | | 48.6 | 44.9 | 20.9 | 77.5 | 35.1 | 30.2 |
| Level of Service | a number of the state of the state | and the second se | | F | D | | E | F | | D | D | C | E | D | C |
| Approach Dela | | the second s | | 73.4 | 4 | E | 94. | 1 | F | 45. | 1 | D | 44. | 7 | D |
| Intersection D | elay, s/v | | | 1 | | 54 | 4.2 | | - | 1 | - | | D | VCI INVE | S TOUTO |
| 11日1日1日日 | Number of Street, or other | | 2 State | 1. 1. 27 4 | E.K." | 1917 | 15 all | 15 C | A. | 1200 | | all a | TE The | 00 | here and |
| Multimodal R | | | | - | EB | - | - | WE | | - | NB | ~ | - | SB | |
| Pedestrian LO | | and the second s | | 3.0 | | С | 3.1 | the second second | C | 3.4 | | C | 2.3 | | В |
| Bicycle LOS S | core / L | OS | | 1.7 | | В | 0.3 | 5 | A | 1.9 | | В | 1.4 | <u> </u> | A |

HCS7^{TV} Streets Version 7.3

Gonerated: 9/22/2017 1:22:43 PM

| E P P | CONCERNS | a layout a shirt | and the second | Real Service | 1 100 | a alla | 1-2-51 | esul | 136 | May | N CAPIT | TAL. | E 6 | Sector) | 26 6 33 | SOLU. |
|---|--|---|----------------|---|---|-------------------------|----------------|-----------------------|-------------------|-------------|--------------|-------------------|------------|---------|-----------|----------------|
| General Inform | ation | and an and a second second | and mea | 1000 | and the second | and the second | and the second | | Inte | ersecti | on Info | rmatio | n | 1 | 1 | 4 |
| Agency | | Solaegui Engineers | | | | | × | | Dur | ation, | h | 0.25 | | | ittre | and the second |
| Analyst | | MSH | | Analysi | is Date | Sep 13 | 3. 2017 | | | а Туре | | Other | | 4 | 17-14-18- | |
| Jurisdiction | | City of Sparks | | Time P | | Acres in the second | ak Hou | - | PH | | | 0.92 | | 1 | - | 1 |
| Urban Street | | City of Oparks | | Analysi | and the second | - mail and | g + Pro | and the second second | - | alysis F | Period | 1> 7:0 | 0 | - | 0 | Sec. |
| Intersection | | Pyramid & Sparks | | File Na | | - | 7aw.xus | tions in the | 1 110 | any one i | | 1 | | | 5440 | |
| Project Descrip | | Fyraniid & Opaika | | The Ne | | 1 1001 | Turona | | - | | | | | 1 3 | 41445 | 1 |
| Project Descrip | tion | MALES - MALES ALL SI | Denie and | 12-50.54 | Bally. | APPANDA | 200 | Sol. | 14.1 | Anstra S | the state | Vin C | Part | 121-22 | TOP S | A Sec |
| Demand Inform | nation | | | | EB | | | W | В | | | NB | | 1 | SB | |
| Approach Move | ement | | | L | Ť | R | L | T | | R | L | T | R | L | T | R |
| Demand (v), v | eh/h | | | 321 | 360 | 395 | 23 | 20 | 7 | - | 212 | 514 | 18 | 470 | 1284 | 461 |
| Stat-Lasta | In the last | State - SLA | 112 22 | 1-7-1- | FILL (B | and the | 35 2.0 | The seal | | 122 | | Securit | 1100 | 1385 | 17 march | 3.114 |
| Signal Informa | ation | | | 1 | 5 | 10 ho | 1 | 1 91 | | 12 | | | | +- | - | |
| Cycle, s | 120.0 | Reference Phase | 2 | | 7 | | î | n T | v | R | 13 | | | r | - | V |
| Offset, s | 0 | Reference Point | End | Green | 14.0 | 3.0 | 50.0 | 5.0 |) | 11.0 | 17.0 | | 1 | | | - |
| Uncoordinated | No | Simult, Gap E/W | On | Yellow | | 0.0 | 4.0 | 4.0 |) | 0.0 | 4.0 | K | 14 | - | 1 | |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 1.0 | 0,0 | 1.0 | 1.0 |) | 0.0 | 1.0 | - | 1 | | T | and the second |
| | or the | A CARLER OF | 1 | 100 | 1 jul | 17 - J. E | a Alter | -104 | City . | 12 | and the | | 1.4 | New Is | - Stur | |
| Timer Results | | | | EBL | | EBT | WBI | L | _ | /BT | NBL | | NBT | SBL | - | SBT |
| Assigned Phas | е | | | 7 | _ | 4 | 3 | | | 8 | 5 | | 2 | 1 | _ | 6 |
| Case Number | | | | 2.0 | | 4.0 | 2.0 | | - | .0 | 2.0 | - | 3.0 | 2.0 | | 3.0 |
| Phase Duration | 1, S | - | | 21.0 | | 33.0 | 10.0 | | _ | 2.0 | 19.0 | _ | 55.0 | 22.0 | _ | 58.0 |
| Change Period | ange Period, (Y+R c), s x Allow Headway (MAH), s | | | | | 5.0 | 5.0 | | _ | 0. | 5.0 | _ | 5.0 | 0.0 | | 5.0 |
| Max Allow Hea | ax Allow Headway (MAH), s | | | | | 3.2 | 3.0 | | _ | .2 | 2.9 | | 0.0 | 2.9 | | 0.0 |
| Queue Clearar | ueue Clearance Time ($g \circ$), s | | | | | 30.0 | 2.8 | | - | 3.1 | 16.0 | the second second | | 19.0 | | |
| Green Extensio | reen Extension Time ($g \circ$), s | | | | | 0.0 | 0.0 | | - | .3 | 0.0 | | 0.0 | 0.4 | | 0.0 |
| Phase Call Pro | bability | | | 1.00 | | 1.00 | 1.00 | | | 00 | 1.00 | and in some | | 1.00 | | |
| Max Out Proba | bility | | | 1.00 | | 1.00 | 1.00 | | 1. | .00 | 1.00 | | - | 0.94 | + | 1000 |
| A STATISTICS | 2-1-3-11 | S TO PERSON SIN | 11/2 | 1000 | | 1000 | all the second | 14.00 | | 12015 | 1. 1. 2. | NID | aller Area | and an | SB | 0.000 |
| Movement Gr | | sults | _ | | EB | | | WE | 5 | - | | NB T | R | L | T | R |
| Approach Mov | and the second se | | | | Т | R | | 8 | + | R | L 5 | 2 | 12 | 1 | 6 | 16 |
| Assigned Move | | N 1.4 | | 7 | 4 | 14 | 3 25 | 225 | - | | 230 | 559 | 20 | 511 | 1396 | 392 |
| Adjusted Flow | | the second | | .349 | 793 | | | - | - | | 1781 | 1781 | 1556 | 1730 | 1781 | 153 |
| 1.000.000.000000 | | ow Rate (s), veh/h/ | In | 1781 | 1692 | | 1730 | 187 | - | | | 13.0 | 0.9 | 17.0 | 43.2 | 22.9 |
| Queue Service | | the second se | _ | 21.0 | 28.0 | | 0.8 | 14.1 | | | 14.0 14.0 | 13.0 | 0.9 | 17.0 | 43.2 | 22.9 |
| | | ce Time (g c), s | | 21.0 | 28.0 | | 0.8 | | _ | | 0.12 | 0.42 | 0.42 | 0.18 | 0.44 | 0.44 |
| Green Ratio (| A DECEMBER OF THE OWNER | 41-100 (million) | | 0.18 | 0.23 | - | 0.04 | 0.14 | | | 208 | 1484 | 648 | 634 | 1573 | 679 |
| Capacity (c), | | -11- ()() | | 312 | 395 | | 144 | 265 | | - | 1.109 | 0.377 | 0.030 | 0.806 | 0.887 | 0.57 |
| Volume-to-Cap | And in case of the local division of the loc | the second se | | 1.119 | ALC: NO. OF CO. | - | 0.173 | 1 | | | 450.5 | 229.3 | 14.7 | 306.6 | 647.7 | 333 |
| Back of Queue | e (Q), fl | l/In (95 th percentile |) | 630.4 | 2486. 8 | | 16,5 | 319. | 7 | | 430.5 | 223.3 | 1.4.1 | 000.0 | Unit. | 000 |
| Back of Queue | (0) | eh/In (95 th percent | ile) | 24.8 | 97.9 | - | 0.7 | 12.0 | 6 | | 17.7 | 9.0 | 0.6 | 12.1 | 25.5 | 13. |
| and the second se | | (RQ) (95 th percen | | 0.00 | 0.00 | 1 | 0.00 | 0.00 | - | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay | and the second se | | | 49.5 | 46.0 | - | 55.5 | 50. | تبر المتحد | | 53.0 | 24.2 | 20.7 | 47.0 | 30.8 | 25. |
| Incremental Delay | and the same of th | the second se | | 87.1 | 463.2 | | 0.2 | 21. | the second second | | 94.6 | 0.7 | 0.1 | 7.0 | 7.8 | 3.6 |
| Initial Queue D | | and the second se | | 0.0 | 0.0 | | 0.0 | 0.0 | | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay | and the second se | The second se | | 136.6 | 509.2 | | 55.7 | 71. | | | 147.6 | 24.9 | 20.8 | 53.9 | 38.6 | 28. |
| Level of Service | the state of the s | | | F | F | 1 | E | E | _ | | F | C | C | D | D | C |
| Approach Dela | | the second se | - | 395. | And a part of | F | 69. | 1 | | E | 59.8 | 1 | E | 40.3 | 1 | D |
| Intersection Dela | and the second se | NAMES OF TAXABLE PARTY. | | 0.00 | | the second second | 35.6 | | | | | | | F | | |
| Intersection De | | April 1 per - start for | 514 57 | Ser inc | A.C. AP | * W | Alter of | ATTEN . | in. | f. Lat | Real P | Sector 1 | Stat 8 | 131/201 | and to a | 3.72 |
| Multimodal R | esults | PERSONAL PROPERTY AND INCOME. | and and the | I | EB | No. of Concession, Name | - | VVE | 3 | and and and | 1 | NB | | | SB | |
| Pedestrian LO | | LOS | | 3.0 | | С | 3.2 | 2 | | С | 2.9 | | С | 2.3 | | в |
| Fedestilan LO | | | | and the second se | and the second se | | - | | - | | | | A | | | В |

| to public a particular st | 50.00 | MC STORAGE | 1 015 | alized | a mite | 19000 | FATTCAT | B | Stares | Trately | a dan a | Uniter | 6811 | 191.192 | SE |
|--|--|---|---------------|-------------------------------------|--|----------------|--|--|-----------------|----------------|--|------------|-----------------|---|--------------|
| General Inform | ation | Contraction of the second | 1000 | and the second | Denoi41 | and the second | Letter P | In | tersec | tion Info | rmatio | n | | d John I P | |
| and the second se | | Solaegui Engineers | | | | | | D | uration | h | 0.25 | | | httre | Aler. |
| Agency | - | MSH | | Analyci | e Date | Sep 13 | 2017 | - | rea Typ | A | Other | | | 5.25 | |
| Analyst | | City of Sparks | | Time P | | PM Pe | and the second s | And in case of the local diversion of the loc | HF | | 0.92 | | 1 | - ie - | - |
| Jurisdiction | | City of Sparks | | Analysi | | Existing | | | | Period | 1> 7:0 | 0 | - | | |
| Urban Street | | Duramid 9 Coortes | | File Na | and the second s | PySp1 | The second second | | itary oro | 1 01100 | 10 318 | | | 5++0 | and a second |
| Intersection Project Descript | ion | Pyramid & Sparks | | File Na | ine | Pyopi | /pw.xus | | | | | | 1 | 41444 | e e |
| Project Descript | | A STATE OF STATE | Salt | The ser | Tid St | 5-1 5- | SWIN | The state | For | Constant (| 2.500 | HE DAY | 1 | 的资源 | - To Co |
| Demand Inform | nation | | | 1 | EB | | | WB | | 1 | NB | 1 2 | | SB | - |
| Approach Move | ment | | | L | Т | R | L | T | R | L | T | R | L | T | R |
| Demand (v), ve | əh/h | and an excitation for | C. NOTING THE | 384 | 345 | 293 | 32 | 419 | 1 | 499 | 1325 | 20 | 252 | 667 | 266 |
| 1 States and | 1945 6 | the designed state | 1. Julio | and the second | 233 전 등 | 19441 | 1 II | States. | 12 | and the second | and the second | 201/272 | 1 | Districtions. | - |
| Signal Information | | | | 1 | 14 | 1.1 | 1 | 11. | 27 | 1. | - 5 | | D | - | 1 |
| Cycle, s | 130.0 | the second se | 2 | - | 13 | 517 | 1 | | FS | 5 | | 1 | 2 | 3 | Y |
| Offset, s | 0 | Reference Point | End | Green | a country of the second se | 10.0 | 47.0 | 6.0 | 15.0 | | _ | | | | + |
| Uncoordinated | No | Simult, Gap E/W | On | and the second second second second | 4.0 | 0.0 | 4.0 | 4.0 | 0.0 | 4.0 | | 1 4 | | 1 | |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 1.0 | 0.0 | 1.0 | 11.0 | 10.0 | 11.0 | and the second | Pro Tres | NAN AND | NO.WE | (ATA) |
| Timer Results | HUN TEL | The set of the second second | | EBL | Contrained | EBT | WBI | | WBT | NBL | San Partie | NBT | SBL | 0.000000 | SBT |
| and been and the second s | - | | | 7 | | 4 | 3 | - | 8 | 5 | - | 2 | 1 | | 6 |
| Assigned Phase | 3 | | | 2.0 | | 4.0 | 2.0 | | 4.0 | 2.0 | | 3.0 | 2.0 | | 3.0 |
| Case Number | | | - | 26.0 | | 40.0 | 11.0 | | 25.0 | 27.0 | | 52.0 | 17.0 | | 52.0 |
| Phase Duration | | 1 | | 0.0 | | 5.0 | 5.0 | | 5.0 | 0.0 | | 5.0 | 5.0 | | 5.0 |
| Change Period, | and the second design of the | and the second se | | 3.1 | and a second second | 3.1 | 3.0 | | 3.1 | 2.9 | and the second | 0.0 | 2.9 | Address of the owner | 0.0 |
| CARD IN COLUMN 2 IS NOT THE OWNER. | ax Allow Headway (MAH), s ueue Clearance Time (g s), s | | | | | 37.0 | 3.3 | - | 22.0 | 29.0 | | 4.4 | 12.1 | | - |
| | ueue Clearance Time (g_s), s | | | | | 0.0 | 0.0 | | 0.0 | 0.0 | the second second | 0.0 | 0.0 | and the second | 0.0 |
| state with the second state of the second stat | reen Extension Time (g e), s hase Call Probability | | | | | 1.00 | 1.00 | | 1.00 | 1.00 | and the second s | | 1.00 | | No. |
| and a sublicity of the official damages of the | of the second designed | | - | 1.00 | I manufacture actions | 1.00 | 1.00 | _ | 1.00 | 1.00 | | | 1.00 | the second day of the | |
| Max Out Proba | onity | A STATISTICS | -H-24-16-F | 1.00 | | 1.00 | Carlo a | Merry | 1000 | 674 TR-2 | 1 (2) | a la la | the second data | Catanelli | 1000 |
| Movement Gro | up Res | sults | - 100 - 10 | EB | | 1 | - | WB | the local state | 1 | NB | | 1 | SB | |
| Approach Move | and the local diverse of the | 32.117 | | L | Т | R | L | T | R | L | Т | R | L | T | R |
| Assigned Move | | - Contractor Maria | | 7 | 4 | 14 | 3 | 8 | | 5 | 2 | 12 | 1 | 6 | 16 |
| Adjusted Flow | | (), veh/h | | 417 | 666 | | 35 | 455 | 1 | 542 | 1440 | 22 | 274 | 725 | 246 |
| second | the local division of | ow Rate (s), veh/h/ | In | 1781 | 1716 | | 1730 | 1870 | | 1781 | 1781 | 1557 | 1730 | 1781 | 1535 |
| Queue Service | | | | 26.0 | 35.0 | | 1.3 | 20.0 | | 27.0 | 49.6 | 1.0 | 10.1 | 21.2 | 15.8 |
| the state of the s | | ce Time (gc), s | - | 26.0 | 35.0 | | 1.3 | 20.0 | | 27.0 | 49.6 | 1.0 | 10.1 | 21.2 | 15.8 |
| Green Ratio (g | | 10 11 | | 0.20 | 0.27 | 1 | 0.05 | 0.15 | 1 | 0.21 | 0.44 | 0.44 | 0.09 | 0.36 | 0.36 |
| Capacity (c), V | | | | 356 | 462 | | 160 | 288 | | 370 | 1561 | 683 | 319 | 1287 | 555 |
| Volume-to-Cap | and the second damage of the s | atio (X) | | 1.172 | 1.442 | | 0.218 | 1.583 | | 1.466 | 0.922 | 0.032 | 0.858 | 0.563 | 0.44 |
| | | t/In (95 th percentile |) | 808.1 | 1603. 7 | | 25.1 | 1231. 3 | | 1335. 2 | 752 | 17.2 | 224.7 | 352.9 | 253. |
| Back of Queue | (Q).V | reh/In (95 th percen | tile) | 31.8 | 63.1 | | 1.0 | 48.5 | 1 | 52.6 | 29.6 | 0.7 | 8.8 | 13.9 | 10.0 |
| | | (RQ) (95 th percer | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay | | and the second | | 52,0 | 47.5 | | 59.7 | 55.0 | - | 51.5 | 34.4 | 20.8 | 58.2 | 33.3 | 31.5 |
| Incremental De | and the second s | the same of the | | 103.1 | 211.0 | | 0.3 | 278.3 | | 224.1 | 10.5 | 0,1 | 19.3 | 1.8 | 2.6 |
| Initial Queue D | elay (d | 1 3), s/veh | | 0.0 | 0.0 | | 0.0 | 0.0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (| | and the second se | | 155.1 | 258.5 | | 60.0 | 333.3 | | 275.6 | and the second division of | 20.9 | 77.5 | 35.1 | 34.1 |
| Level of Servic | e (LOS |) | | F | F | | E | F | 1 | F | D | C | E | D | C |
| Approach Dela | | | | 218 | 7 | F | 313 | .9 | F | 107 | .1 | F | 44. | 2 | D |
| Intersection De | | and the second se | | | | 13 | 7.0 | in the second | and the passes | Jam | diaman and | COMPANY IN | F | The state of | |
| And And | 2545 | | W: Jugh | Condiana - | S all | alfore the | Yar - | 1 the ch | Free lifes | Partie 10 | 1 | Style Shit | diam's | 00 | 10 10 |
| Multimodal Re | Contraction of the local division of the loc | | | - | EB | - | | WB | | 1 . | NB | 0 | - | SB | P |
| Pedestrian LOS | the second s | And the second second second second second | | 3.0 | | С | 3.1 | | C | 3.4 | | C | 2.3 | | B |
| Bicycle LOS St | core / L | .0S | _ | 2.3 | 1 | В | 0.6 | 5 | A | 2.1 | | В | 1,5 | 2 | В |

HCS7TM Streets Version 7,3

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HCS7 Signalized Intersection Results Summary

| V MARCONE | 1657 | 2 | Sal V | C. J. Martin | 1.20 | 1.110.00 | 1. A. | grant and | | | Alex | in official sector | 1. | 4 2 | 1. |
|--|--|---|--------|-----------------------------------|---|------------------|---|------------------------|----------|--|--|--|-------------------|----------------|--|
| General Inform | nation | | | | | | | | | ion Info | | 1 | | I I I L L | |
| Agency | | Solaegui Engineers | 2 | | | | | - | uration, | | 0.25 | | 2 | | 137 |
| Analyst | | MSH | | Analysi | s Date | | | in the second second | rea Typ | and the second se | Other | | * * | 4. | - |
| Jurisdiction | | City of Sparks | | Time P | eriod | AM Pe | ak Hour | | HF | | 0.92 | | 14 | | 5 |
| Urban Street | | | | Analysi | s Year | Ex. + F Kiley | Project + | A | nalysis | Period | 1> 7:00 |) | P.C | 5.117 | |
| Intersection | | Pyramid & Sparks | | File Na | me | PySp1 | 7awo.xu | IS | | | | | 1 | 41444 | r |
| Project Descrip | tion | and the second second | 2015 | - | 120 | 1.000 | 358/11 | 100 | 1000 | 163 | | 102.00 | - ath | MR | S. A. |
| Demand Inform | nation | | | | EB | | | WB | | | NB | | | SB | - |
| Approach Move | ement | | | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (v), v | the state of the s | | | 397 | 370 | 412 | 23 | 236 | 1 | 289 | 511 | 18 | 500 | 1334 | 461 |
| 25 Standline | The second | CALCERSON NOTICE | R ALL | E 2 4 | 12/31 | 6 | Contraction of the | ipon 2 | 1 | 191 | 1000 | C. C | - | A COLORED | MICCON. |
| Signal Informa | ation | | | | 4 | ell's | 14 | 2 | 2 | 1 4 | 44 | | 10 | - | |
| Cycle, s | 120.0 | Reference Phase | 2 | | 1 | 1.1 | 11 | 1 | R | 3 | 3 | · | 1 | - | V. |
| Offset, s | 0 | Reference Point | End | Green | 14.0 | 3.0 | 50.0 | 5.0 | 11.0 | 17.0 | | 1 | | | - |
| Uncoordinated | No | Simult, Gap E/W | On | Yellow | | 0.0 | 4.0 | 4.0 | 0.0 | 4.0 | 5 | 14 | - | / | |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | | 8 | 6 | 1 | - |
| | 1.6.6 | All Street Street | al and | EDI | 13/15/2 | EBT | WBL | 1 | WBT | NBL | 11 | NBT | SBL | | SBT |
| Timer Results | | | _ | EBL 7 | | 4 | 3 | | 8 | 5 | | 2 | 1 | _ | 6 |
| Assigned Phas | ie | | | | | | | | 4.0 | 2.0 | - | 3.0 | 2.0 | 1 | 3.0 |
| Case Number | | | | 2.0 | | 4.0 | 2.0 | - | | and the second s | | 55.0 | 22.0 | | 58.0 |
| Phase Duration | | | | 21.0 | the second se | 33.0 | 10.0 | - | 22.0 | 19.0 | the second se | and the second s | | _ | 5.0 |
| Change Period | I, (Y+R | c), S | | 0.0 | | 5.0 | 5.0 | - | 5.0 | 5.0 | | 5.0 | 0.0 | | |
| Max Allow Hea | Allow Headway (MAH), s | | | 3.1 | - | 3.2 | 3.0 | _ | 3.2 | 2.9 | | 0.0 | 2.9 | | 0.0 |
| Queue Clearan | ue Clearance Time (gs), s | | | 23.0 | | 30.0 | 2.8 | _ | 18.4 | 16.0 | | | 20.3 | | |
| Green Extensi | n Extension Time (g s), s | | | 0.0 | | 0.0 | 0.0 | _ | 0.0 | 0.0 | | 0.0 | 0.3 | | 0,0 |
| Phase Call Pro | bability | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | _ | - | 1.00 | | |
| Max Out Proba | ability | | | 1.00 | | 1.00 | 1.00 | 1 | 1.00 | 1.00 | | | 1.00 | 1 | - |
| E. C. M. T. L. | free - 1 | the second second | The . | 2022 | in la | | 2,000 | 14.00 | 2000 | 10.00 | NID | | 2101-0 | SB | 12.15 |
| Movement Gr | oup Re | sults | | - | EB | | | WB | 1 0 | | NB | D | 1 | T | R |
| Approach Mov | ement | | | L | Т | R | L | T | R | L | T | R | <u> </u> | | the second se |
| Assigned Mov | ement | | | 7 | 4 | 14 | 3 | 8 | 1 | 5 | 2 | 12 | 1 | 6 | 16 |
| Adjusted Flow | Rate (| v), veh/h | | 432 | 823 | | 25 | 257 | 1. | 314 | 555 | 20 | 543 | 1450 | 392 |
| Adjusted Satu | ration F | low Rate (s), veh/h/ | /In | 1781 | 1691 | - | 1730 | 1870 | | 1781 | 1781 | 1556 | 1730 | 1781 | 1538 |
| Queue Service | Time (| g s), S | | 21.0 | 28.0 | | 0.8 | 16.4 | - | 14.0 | 12.9 | 0,9 | 18.3 | 46.0 | 22.5 |
| Cycle Queue | Clearan | ce Time (g c), s | | 21.0 | 28.0 | | 0.8 | 16.4 | - | 14.0 | 12.9 | 0.9 | 18.3 | 46.0 | 22.9 |
| Green Ratio (| | | | 0.18 | 0.23 | 1 | 0.04 | 0.14 | - | 0.12 | 0.42 | 0.42 | 0.18 | 0.44 | 0.44 |
| Capacity (c), | | | | 312 | 395 | | 144 | 265 | - | 208 | 1484 | 648 | 634 | 1573 | 679 |
| Volume-to-Ca | | atio (X) | | 1.384 | 2.086 | | 0.173 | | - | 1.512 | 0.374 | 0.030 | 0.857 | 0.922 | 0.57 |
| | and the second sec | ft/In (95 th percentile | e) | 1000. 9 | 2636. | | 16.5 | 412.5 | | 824.2 | 227.7 | 14.7 | 334.9 | 697.9 | 333 |
| | e (Q), | veh/In (95 th percen | tile) | 39.4 | 103.8 | | 0.7 | 16,2 | | 32.4 | 9.0 | 0.6 | 13.2 | 27.5 | 13. |
| Back of Queu | | (RQ) (95 th percer | | 0.00 | 0.00 | | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | e Ratio | | | 49.5 | 46.0 | | 55.5 | 51.2 | | 53.0 | 24.2 | 20.7 | 47.5 | 31.6 | 25. |
| | | the second se | | | 1.00 | | 0.2 | 46.1 | | 253.5 | 0.7 | 0.1 | 10.7 | 10.4 | 3.6 |
| Queue Storag Uniform Delay | (d1). | s/veh | | 191.7 | 497.2 | | | | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Queue Storag Uniform Delay Incremental D | (| s/veh 2), s/veh | | and successive designed and | 497.2 | | 0.0 | 0.0 | 1 | 0.0 | 0.0 | and the owner where the party is not the party of the par | | | |
| Queue Storag Uniform Delay Incremental D Initial Queue I | (dı), elay(d Delay(d | s/veh 2), s/veh d 3), s/veh | | 191.7 | 0.0 | | 0.0 | 0.0 | 1- | 306.5 | 24.9 | 20.8 | 58.2 | 42.0 | A COLORADO |
| Queue Storag Uniform Delay Incremental D Initial Queue I Control Delay | (d1), elay(d Delay(d (d),s/ | s/veh 2), s/veh d3), s/veh veh | | 191.7 0.0 | 0.0 | | - Branning | | - | · | and in case of the local division of the loc | and the owner where the party is not the party of the par | | | C |
| Queue Storag Uniform Delay Incremental D Initial Queue I Control Delay Level of Servi | (d 1), elay (d Delay (d (d), s/ ce (LOS | s/veh 2), s/veh d 3), s/veh veh S) | | 191.7 0.0 241.2 | 0.0 543.2 F | | 55.7 | 97.3 F | F | 306.5 | 24.9 C | 20.8 | 58.2 | 42.0 D | and the second s |
| Queue Storag Uniform Delay Incremental D Initial Queue I Control Delay | (d +), elay (d Delay (d (d), s/ ce (LOS ay, s/ve | s/veh 2), s/veh d 3), s/veh veh 5) h / LOS | | 191.7 0.0 241.2 F | 0.0 543.2 F .3 | F | 55.7 E | 97.3 F | 1 | 306.5 F | 24.9 C | 20.8 C | 58.2 E | 42.0 D | 28. C D |
| Queue Storag Uniform Delay Incremental D Initial Queue I Control Delay Level of Servi Approach Del Intersection D | (d 1), elay (d Delay (d (d), s/ ce (LOS ay, s/ve elay, s/ve | s/veh 2), s/veh d 3), s/veh veh 5) h / LOS | | 191.7 0.0 241.2 F 439 | 0.0 543.2 F .3 | F | 55.7 E 93.0 | 97.3 F 6 | F | 306.5 F | 24.9 C 3 | 20.8 C | 58.2 E 43.4 | 42.0 D 5 | C |
| Queue Storag Uniform Delay Incremental D Initial Queue I Control Delay Level of Servi Approach Del | (d 1), elay (d Delay (d (d), s/ ce (LOS ay, s/ve elay, s/ve elay, s/ve | s/veh 2), s/veh d 3), s/veh veh s) h / LOS veh / LOS | . A.S | 191.7 0.0 241.2 F 439 | 0.0 543.2 F .3 EB | F | 55.7 E 93.0 | 97.3 F 6 WB | F | 306.5 F | 24.9 C 3 NB | 20.8 C | 58.2 E 43.4 | 42.0 D 5 | C |

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HCS714 Streets Version 7.3

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| NEW YOUNG | Secol 1 | The state of the state of the | U.V.S.B. | 1. 18. | REEL | rsecti | STATE! | Par | 177-150 | IT I BUILT | -11-15-52 | 572 | - Start | Marght- | 260 |
|--|--|--|----------------|-----------------------|---|--|--|-----------------------|--------------------|--|--|-----------------------|---|----------------|------------|
| General Infor | nation | State of the second second | 100000 | participation (1257) | descutto. | Contraction of the local distance of the loc | option parts | In | tersect | ion Info | rmatio | 1 | 1 1 | 4.4.4.1.4 | 1. |
| the second second second second | and the second second | Solaegul Engineers | | | | | | | uration, | the second second | 0.25 | | | ittre | |
| Agency | | MSH | | Analysi | e Date | Sep 13 | 2017 | the local division | rea Typ | | Other | | | | |
| Analyst | | the second distance is not a second sec | | Time P | | PM Pea | Conception of the local division of the loca | | HF | | 0.92 | | 1 | the state | - |
| Jurisdiction | | City of Sparks | | and the second states | and the second se | | | | nalysis | Period | 1> 7:0 | 0 | 14 | | - |
| Urban Street | | | | Analysi | | Kiley | - | | narysis | renou | 1-1.0 | | | httr | |
| Intersection | | Pyramid & Sparks | | File Na | me | PySp1 | 7pwo.xu | S | | | | | | 41499 | |
| Project Descri | otion | Contraction of the local division of the loc | - | Constants | | | attribus to an | NAME AND A | CONTRACTOR OF | of the second | CONTRACTOR OF | STREET, | ACCREMENT. | ALL DOCTOR | Relevan |
| C. S. C. LINS | 1.1. 29 | | 11 - 1 | ALL ALLAND | 100 | (3 ¹ % (1)) | Had Alth | LA IT | 10,000 | 1.0.19.10 | NB | ALC: NOT | The Cores | SB | an inter |
| Demand Infor | a second second | | | | EB | | | WB | 1.0 | L | T | R | L | T | R |
| Approach Mov | and the second se | | | L | Т | R | L | T | R | - | | - | | 718 | 266 |
| Demand (v), | veh/h | Contraction of Street of Street | | 508 | 355 | 310 | 32 | 449 | Louis | 623 | 1275 | 20 | 283 | 1 / 10 | 200 |
| | Ner State | Letter and a little with the | () - 若() () | an der a | 0306000 | A COLONIA DE | 1.11 | 1 and a state | a second | 1041.103 | 1 | (Linese | 1 | | |
| Signal Inform | and the second se | D (Dhane | 0 | 1 | 21 | 1.1 | 14 | 2 | A.R. | 1.0 | - 5 | | to | - | - |
| Cycle, s | 130.0 | Reference Phase | 2 End | | 3 | STC | 17 | | N | 1 | | 1 | 2 | 3 | Y |
| Offset, s | 0 | Reference Point | End | Green | 12.0 | 10.0 | 47.0 | 6.0 | 15.0 | | | | | | + |
| Uncoordinated | | Simult. Gap E/W | On | Yellow | | 10.0 | 4.0 | 4.0 | 0.0 | 4.0 | - 3 | 1 4 | - | 1 | |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 1.0 | 10.0 | 1.0 | 1.0 | 10.0 | 11.0 | CODE LE | 1.211 | O'SE T | | Wine. |
| All is marke | -311233 | Aller - Aller | - Bartin | EDI | C.S. M.L. | EBT | WBL | -part | WBT | NBL | alige state | NBT | SBL | - Partie | SBT |
| Timer Result | | | | EBL 7 | | 4 | 3 | | 8 | 5 | | 2 | 1 | - | 6 |
| Assigned Pha | se | | | | | | 2.0 | | 4.0 | 2.0 | - | 3.0 | 2.0 | | 3.0 |
| Case Number | | | | 2.0 | | 4.0 | - | | | 27.0 | | 52.0 | 17.0 | | 52.0 |
| Phase Duratio | | | | 26.0 | - | 40.0 | 11.0 | | 25.0 | and a second second | tion of the local division of the local divi | ACCRET AND ADDRESS OF | And the Owner of the | | 5,0 |
| the second s | ange Period, (Y+R c), s x Allow Headway (MAH), s | | | 0.0 | - | 5.0 | 5.0 | - | 5.0 | 0.0 | | 5.0 | 5.0 | | -0.0 |
| the second se | x Allow Headway (MAH), s | | | 3.1 | - | 3.1 | 3.0 | | 3.1 | 2.9 | in the second se | 0.0 | 2.9 | | 0.0 |
| Queue Cleara | eue Clearance Time (g_s) , s | | 28.0 | | 37.0 | 3.3 | _ | 22.0 | 29.0 | | | 13.5 | | | |
| Green Extens | ion Time | (ge), s | | 0.0 | _ | 0.0 | 0.0 | - | 0.0 | 0.0 | | 0.0 | 0.0 | And in case of | 0.0 |
| Phase Call Pr | obability | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | | 1.00 | | |
| Max Out Prob | ability | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | TANK IN | 1.00 | | DRM RE |
| | and a second | | 1 M | the second second | EB | a contraction | 20012230 | WB | and the second | Planwide . | NB | 15-1-1 | and and the second | SB | and a |
| Movement G | and the second se | suits | | - | T | R | LI | T | R | L. | T | R | L | T | R |
| Approach Mo | A Designation of the local division of | | | L | | | | | 10 | 5 | 2 | 12 | 1 | 6 | 16 |
| Assigned Mov | | A | | 7 | 4 | 14 | 3 | 8 488 | | 677 | 1386 | 22 | 308 | 780 | 246 |
| Adjusted Flow | Concession of the local division of the loca | and the second se | | 552 | 696 | | 35 | and the second second | - | Contraction of the local division of the loc | 1781 | 1557 | 1730 | 1781 | 153 |
| and the second | Contraction of the local division of the loc | ow Rate (s), veh/h/ | in | 1781 | 1713 | | 1730 | 1870 | | 1781 | 46.5 | 1.0 | 11.5 | 23.3 | 15.8 |
| Queue Servic | in the second | the state of the s | | 26.0 | 35.0 | | 1.3 | 20.0 | | | 46.5 | 1.0 | 11.5 | 23.3 | 15.8 |
| | | ce Time (g c), s | | 26.0 | 35.0 | | 1.3 | 20.0 | - | 27.0 | | | | 0.36 | 0.30 |
| Green Ratio (| | | | 0.20 | 0.27 | | 0.05 | 0.15 | | 0.21 | 0.44 | 0.44 | 0.09 | and the second | 555 |
| Capacity (c) | | | | 356 | 461 | frances | 160 | 288 | - | 370 | 1561 | 683 | 319 | 1287 | - |
| Volume-to-Ca | | sector description of the descri | | 1.550 | 1.508 | | 0.218 | 1.696 | | 1.830 | 0.888 | 0.032 | 0.963 | 0.606 | - |
| Back of Queu | e (Q), fl | l/In (95 th percentile |) | 1453. | 1756. | | 25,1 | 1392 | 1 | 2013. | 698.7 | 17.2 | 276 | 382.1 | 253 |
| Dealersto | -101 | able (OE the second | | 1 | 2 | | 1.0 | 54.8 | | 79.3 | 27.5 | 0.7 | 10.9 | 15.0 | 10.0 |
| and the second se | | eh/ln (95 th percent | | 57.2 | 69.1 | | 0.00 | 0.00 | 1- | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0 |
| and the second sec | | (RQ) (95 th percen | me) | 0.00 | 0.00 | | Concession and the set | 55.0 | | 51.5 | 33.6 | 20.8 | 58.8 | 33.9 | 31. |
| Uniform Delay | | and the second se | | 52.0 | 47.5 | | 59.7 | 327.8 | - | 384.1 | 7.9 | 0.1 | 40.2 | 2.1 | 2,6 |
| Incremental D | And in the local division of the local divis | THE R. LEWIS CO., NAME AND ADDRESS OF TAXABLE PARTY. | | 261.0 | A contract on the | | 0.3 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Queue | and the local division of the local division | and the second se | | 0.0 | 0.0 | 1 | | 382.8 | | 435.6 | | 20.9 | 99.0 | 36.1 | 34. |
| Control Delay | | and a state of the | | 313.0 | 287.2 | - | 60.0 | 382.8 F | | 435.0 F | D | 20,9 C | 99.0 F | D | C |
| Level of Serv | | and the second se | | F | F | 1 | E | | | - <u>-</u> | 1 | F | 50. | | D |
| Approach De | and the second se | the second se | | 298. | 6 | F | 361. | 3 | F | 169. | 3 | F | | 4 | U |
| Intersection D | elay, s/v | eh/LOS | and the second | Camanon . | Papar | 18 | 9.1 | Wand | Contraction of the | ATT OWN | in lest | 1917- | F | TTP STO | Cinton a |
| Malata | a han hard | 14 Martin Contraction | Station of the | R and a | ÉB | State - | Loubles - | WB | 2. | - Stam | NB | 1 | The ste | SB | and states |
| and the second se | | 11.00 | | 3.0 | in an in second | 6 | 0.4 | | С | 3.4 | | С | 2.3 | and the second | В |
| | timodal Results estrian LOS Score / LOS | | | | | C | 3.1 | 1 | U | 0,4 | | V | L.5 | | |

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| Thursday of the | 15 Steal | Contraction of the second | 7 Siyi | S. T.S. | 19 | at with | 15 8 | TAVIUS | 1. 1-11 | E USE | 4- | S - 1 = | and a state | ST.S.M. | Rai |
|--|--|--|-----------------|---------------------|----------------|-------------------|------------|-----------------------|------------|---------|-----------|---------|-------------|----------------|---------------|
| General Inform | ation | | 1000 | Se o refere | ALC: NO | | | In | tersecti | on Info | rmatior | 1 | 2. | الما والمحالية | |
| | | Solaegui Engineers | | | _ | | | | uration, | | 0.25 | | | ITTE | ALL DE LA CAL |
| Agency | | MSH | | Analysi | s Date | Sen 13 | 2017 | 10141 | еа Туре | | Other | - | - | | |
| Analyst | i i i i i i i i i i i i i i i i i i i | City of Sparks | | Time P | | and street over 1 | ak Hour | | HF | - | 0.95 | | 1 | 464.1 | - |
| Jurisdiction | | City of Sparks | | Analysi | and service of | 2035 B | | the surgery designed | nalysis I | Period | 1> 7:00 | 0 | 7 | | |
| Urban Street | | Pyramid & Sparks | | File Na | | | 5ax.xus | 17.0 | nunj ele i | | | | Ti- | 5++0 | and ' |
| Intersection | lene - | Pyramio & oparks | | The Iva | ine | il yopo. | JUNINUS | | | | | | 1 | 1 1 4 4 1 | 7 |
| Project Descript | lion | A STREAM STREAM | Con St | No. of A | 1.1.1.1 | a) 1,0 . 0 | 1000 | Carle al | 1. 200 | 10. 200 | 1216 | - M | Estate. | R. THE | 100 |
| Demand Inform | ation | | Constant of the | Constanting of the | EB | Argument Car | T | WB | | T | NB | | | SB | |
| Approach Move | | | | L | T | R | L | T | R | L | T | R | ,L | T | R |
| Demand (v), v | the second se | | | 100 | 200 | 100 | 250 | 150 | 1 | 100 | 1350 | 100 | 600 | 3400 | 100 |
| Demanu (V), V | enn | The state of the | 0.00 | 100 | 1.00 | 1000 | - BTCB | Dr. S | 1000 | THE PAR | The start | AL- IN | 12015 | 11-1-1 | Store - |
| Signal Informa | tion | The second se | - | 1 | L. | 216 | 14 | 1 | | | | | | _ | |
| Cycle, s | 120.0 | Reference Phase | 2 | 1 | | Bur the state | 1000 | 2. | | |) | | P | - | + |
| Offset, s | 0 | Reference Point | End | Carrow | 1 | 15.0 | 63.0 | 9.0 | 3.0 | 10.0 | | 1 | 2 | | × |
| Uncoordinated | No | Simult. Gap E/W | On | Green Yellow | | 15.0 | 4.0 | 0.0 | 0.0 | 4.0 | 5 | | | 1 | + |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | | 1 | | 7 | |
| r orde mede | 1 Head | | 3.57 | 2.4. | 1.3- | 71-11- | - Jan (14) | Nord | 1 1 50 | 0.00 | 624 | 22 | | have ? | |
| Timer Results | and the second | | | EBL | | EBT | WBL | | WBT | NBL | | NBT | SBL | . 5 | SBT |
| Assigned Phase | e | | | 7 | | 4 | 3 | | 8 | 5 | | 2 | 1 | | 6 |
| Case Number | | | | 2.0 | | 4.0 | 2.0 | | 4.0 | 2.0 | | 3.0 | 2.0 | | 3.0 |
| Phase Duration | 5 | | | 9.0 | | 15.0 | 12.0 | | 18.0 | 10.0 | 6 | 68.0 | 25.0 | 8 | 33,0 |
| Change Period | | c) S | | 0.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 0.0 | | 5.0 |
| Max Allow Hear | and had not sense in case | Carlo and the second se | | 3.1 | and the second | 3.1 | 3.0 | | 3.1 | 2.9 | 1 | 0.0 | 2.9 | | 0,0 |
| Queue Clearan | Name of Concession, name | | | 9.0 | | 12.0 | 9.0 | | 11.9 | 7.0 | | | 23.2 | | |
| Green Extensio | and the second second | the second se | | 0.0 | | 0.0 | 0.0 | | 0.1 | 0.0 | | 0.0 | 0.4 | | 0.0 |
| Phase Call Pro | | and the second se | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | | 1.00 | 5 | |
| Max Out Proba | the second se | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.0 | | 1.00 | 5 | _ |
| Wax Out 1000 | in the second se | TAN SAFET PARA | 10 | STATISTICS IN FRANK | Sec.12 | 13539 | TS MAL | - There | - | 735 7 | 8123 | 3.975 | Mar de | S. S. Car | 215 - |
| Movement Gro | oup Res | sults | | 1 | EB | | | WB | 1.001 | | NB | _ | | SB | |
| Approach Move | | | | L | Т | R | L | Т | R | L | Т | R | L | T | R |
| Assigned Move | and the second second | | | 7 | 4 | 14 | 3 | 8 | | 5 | 2 | 12 | 1 | 6 | 16 |
| Adjusted Flow | the second se | /), veh/h | | 1 105 | 289 | | 263 | 158 | - | 105 | 1421 | 105 | 632 | 3579 | 79 |
| the second se | and the second se | ow Rate (s), veh/h/ | In | 1781 | 1759 | 1. | 1730 | 1870 | | 1781 | 1781 | 1558 | 1730 | 1781 | 1543 |
| Queue Service | | | | 7.0 | 10.0 | | 7.0 | 9,9 | | 5.0 | 37.8 | 4.1 | 21.2 | 78.0 | 2.3 |
| or the second state operation of the distance of the local state of the second state o | | ce Time (g c), s | | 7.0 | 10.0 | | 7.0 | 9.9 | | 5.0 | 37.8 | 4.1 | 21.2 | 78.0 | 2.3 |
| Green Ratio (| and the second se | and the second second | | 0.08 | 0.08 | | 0.06 | 0.11 | | 0.04 | 0.52 | 0.52 | 0.21 | 0.65 | 0.65 |
| Capacity (c), | and the second rest of the second | | | 134 | 147 | | 202 | 203 | | 74 | 1870 | 818 | 721 | 2315 | 1003 |
| Volume-to-Cap | the second s | atio (X) | | 0.788 | 1.975 | | 1.304 | 0.779 | | 1.418 | 0.760 | 0.129 | 0.876 | 1.546 | 0.07 |
| | and the second se | t/In (95 th percentile | .) | 183 | 940.6 | | 334.3 | 234.4 | | 323.5 | 534.5 | 64.3 | | 4134.4 | 31 |
| THE PARTY NAMES IN COLUMN 2 IN | and the second se | veh/In (95 th percen | | 7.2 | 37.0 | | 13.2 | 9.2 | | 12.7 | 21.0 | 2.5 | 14.9 | 162.8 | 1.2 |
| | | (RQ) (95 th percer | | 0.00 | 0.00 | | 0.00 | 0.00 | 1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0,00 |
| Uniform Delay | the design of the lot | and the party of the second seco | | 54.6 | 55.0 | | 56.5 | 52.1 | | 57.5 | 22.5 | 14.5 | 46.0 | 21.0 | 7.7 |
| Incremental De | and the second se | the second se | | 24.3 | 462.3 | | 168.0 | 16.0 | | 250.1 | 3.0 | 0.3 | 11.4 | 247.9 | 0.2 |
| Initial Queue D | | and the second diversion of th | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay | of the local division of the | and a second sec | | 78.9 | 517.3 | | 224.5 | 68.1 | 1 | 307.6 | 25.5 | 14.8 | 57.4 | 268.9 | 7.9 |
| Level of Service | and the second second | | | E | F | | F | E | | F | C | В | E | F | A |
| Approach Dela | the second s | and the second se | - | 400 | 4 | F | 165. | 9 | F | 43.0 | D | D | 233 | .0 | F |
| Intersection De | Contraction of the local division of the loc | and the second se | | 1 | - | 19 | 2.6 | and the second second | | | | | F | | |
| 1 | or the second | 9-01 | 1.013 | 1 2 2 2 2 | and the state | Carrier M | E. Jephili | 2. 2 | Ser. 1 | A AND | 1.000 | 191 - | N.P. | OL PLOTE | 1 aug |
| Multimodal R | and the second second | | | 1 | EB | | 1 | WB | - | | NB | | | SB | |
| Pedestrian LO | | e/LOS | | 3.0 | | С | 3.1 | | С | 2.9 | | С | 2.3 | 3 | В |
| | core / L | and the second se | | 1.1 | | A | 1.1 | | A | 1.8 | | В | 4.0 | 1 | D |

HCS712 Streets Version 7.3

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| Same and a second | ALL LAND | STATE AND | 10000 | nalize | Carola Car | TARDEN | TR TO | SAWERS | 2000 | 101210 | AN AST | All Contraction | - | A NEW YORK | 1-70 |
|---|--|--|----------------|-----------------------|--|---|--|--|-------------------------|---------------|---------------|-----------------|------------------|--|-----------------------|
| General Inform | ation | STATISTICS - | | 2. Wint | 25.1.23 | 7 Put 213 | C. S. C. | l le | atorsoc | tion Info | ormatio | n | 1 2 | 41.444 | 9. |
| the same provide the same set of the same set | hation | | | | | | | | Juration | | 0.25 | | | 111CC | |
| Agency | | Solaegul Engineers | | LAnalua | is Date | ISon 12 | 2017 | And in case of the local division of the loc | Concern real pro- | | Other | | 1 | | |
| Analyst | | MSH | | - V-interior | the second damage | the second se | | | rea Typ |)e | 0.95 | | | 4 | ÷ |
| Jurisdiction | | City of Sparks | | Time P | | - | ak Hou | | PHF | Dated | - | 0 | | 1.14 | ~ |
| Urban Street | | | | | is Year | | | | nalysis | Period | 1> 7:0 | 00 | - 53 | | |
| Intersection | | Pyramid & Sparks | | File Na | ame | PySp3 | 5px.xus | 5 | | | | | | <u>1110</u> | |
| Project Descrip | tion | and the second second second second | - | INCOME DAY | No. of Lot of Lo | 100 | Conception in the | 10000 | and state | 1000 | 21715 | - | 1 sources | 4 1 4 7 7 | e r |
| Demand Inform | nation | | 1.1.2 | 1985-1 | EB | 1000 | alter a | WB | Sundares. | SVS-IN | NB | de luis | 1 | SB | 23/14Cit |
| Approach Move | | | | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (v), v | | | | 200 | 150 | 100 | 300 | 200 | | 150 | 3450 | 200 | 500 | 1700 | 110 |
| A STANDE STAN | 1.89.19 | A. Same Pranting | - alle | Edite | -Ster al | 10000 | S. 190 - 1 | 1753 | 1002 | The second | AL ALLAND | in the | ALL AND | at the | 1000 |
| Signal Informa | ation | | | | 5 | 1 | 11 | | | | | | | _ | |
| Cycle, s | 130.0 | Reference Phase | 2 | 1 | 75 | 15 m | 1.00 | n -2 | et | 2-2 | | * | P | - | - |
| Offset, s | 0 | Reference Point | End | | 100 | - STY | | | 110 | 100 | | 1 | 2 | 3 | × |
| Uncoordinated | No | Simult. Gap E/W | On | Green Yellow | | 10.0 | 54.0 4.0 | 22.0 | 0 1.0 | 16.0 | | | | 2 | + |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | | - |]. | + | | |
| Torbe mode | TIMOL | | EXIANCE. | 11155 | 1.598 | The state | 19. 102 | 122 | | PISCE | AN THE | Part S | - 62.4.1 | | WEN. |
| Timer Results | a la citali (a | and a straight of the straight | A POST OF | EBL | - | EBT | WB | LI | WBT | NBI | - 1 | NBT | SBL | | SBT |
| Assigned Phas | | | | 7 | | 4 | 3 | 1 | 8 | 5 | | 2 | 1 | | 6 |
| Case Number | - | | | 2.0 | 1 | 4.0 | 2.0 | | 4.0 | 2.0 | | 3.0 | 2.0 | | 3.0 |
| Phase Duration | 1.6 | | | 22.0 | index and instants in | 21.0 | 23.0 | | 22.0 | 27.0 | 1000 | 69.0 | 17.0 | | 59.0 |
| Change Period | | a) E | | 0.0 | and the second division of the second divisio | 5.0 | 5.0 | | 5.0 | 0.0 | | 5.0 | 5.0 | | 5.0 |
| and the second se | - | | | 3,1 | and in such | 3.1 | 3.0 | and the second | 3.1 | 2.9 | | 0.0 | 2.9 | _ | 0.0 |
| Max Allow Hea | | a line was a line of the second | | - | | | 10.00 | | | 12.0 | | 0.0 | 14.0 | | 0.0 |
| Queue Clearar | | and the second s | | 16.5 | - in the second s | 18.0 | 13.3 | | 16.3 | - | | 0.0 | D- excercise | | 0.0 |
| Green Extensio | | (ge), s | | 0.2 | - in the second | 0.0 | 0.3 | | 0.1 | 0.2 | | 0.0 | 0.0 | | 0.0 |
| Phase Call Pro | | - | | 1.00 | | 1.00 | 1.00 | the lot of | 1.00 | 1.00 | taxaati (amoo | | 1.00 | _ | |
| Max Out Proba | bility | A STATUTE AND INCOME. | 2.1010073 | 0.10 |) | 1.00 | 0.19 | | 1.00 | 0.00 | | - | 1.00 | | |
| Movement Gr | | sulte | 1234 | Transferration of the | EB | A NOTICE | Sauces. | WB | Secon | L'ORING | NB | 1110 10 | 1 million | SB | A 15-1- |
| Approach Mov | | | | L | T | R | L | T | R | L | T | R | L | T | R |
| the second s | | | | 7 | 4 | 14 | 3 | 8 | | 5 | 2 | 12 | 1 | 6 | 16 |
| Assigned Move | | N - F //- | _ | - | | 14 | | 211 | - | 158 | 3632 | 211 | 526 | 1789 | 89 |
| Adjusted Flow | | | | 211 | 237 | | 316 | | | | TORCHUCKS I | | and the state of | | 153 |
| | and the state of t | ow Rate (s), veh/h/ | In | 1781 | 1743 | | 1730 | 1870 | | 1781 | 1781 | 1558 | 1730 | 1781 | - |
| Queue Service | | | | 14.5 | 16.0 | | 11.3 | 14.3 | | 10.0 | 64.0 | 10.3 | 12.0 | 54.0 | 4.7 |
| and the second se | California and and and | e Time (gc), s | | 14.5 | 16.0 | | 11.3 | 14.3 | | 10.0 | 64.0 | 10.3 | 12.0 | 54.0 | 4.7 |
| Green Ratio (| and the second division of the second divisio | | | 0.17 | 0.12 | - | 0.14 | 0.13 | - | 0.21 | 0.49 | 0.49 | 0.09 | 0.42 | 0.42 |
| Capacity (c), | | | | 301 | 214 | | 479 | 245 | - | 370 | 1753 | 767 | 319 | 1479 | 638 |
| Volume-to-Cap | | second | | 0.698 | | | 0.659 | | - and the second second | 0.427 | 2.071 | 0.275 | 1.648 | 1.210 | 0.14 |
| Back of Queue | e (Q), ft | /In (95 th percentile |) | 285 | 484.1 | | 218.8 | 329.4 | | 195.4 | 5829. 9 | 168 | 757.9 | 1533.8 | 78 |
| Back of Queue | (Q), V | eh/In (95 th percent | tile) | 11.2 | 19.1 | | 8.6 | 13.0 | 1 | 7.7 | 229.5 | 6.6 | 29.8 | 60.4 | 3,1 |
| Queue Storage | e Ratio (| RQ) (95 th percen | itile) | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0 |
| Uniform Delay | | the same is the same of the | | 50.9 | 57.0 | | 53.1 | 55.3 | | 44.8 | 33.0 | 19.4 | 59.0 | 38,0 | 23.0 |
| Incremental De | and the second se | the second division of | | 5.9 | 92.2 | | 2.7 | 24.4 | 1 | 0.3 | 484.1 | 0.9 | 305.4 | 100.9 | 0.5 |
| Initial Queue D | | and the second se | | 0.0 | 0.0 | 1 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay | | | | 56.8 | 149.2 | | 55.8 | 79.7 | | 45.1 | 517.1 | 20.3 | 364.4 | 138.9 | 24. |
| and the second se | the second s | and the second s | | E | F | - | E | E | 1 | D | F | C | F | F | C |
| Level of Servic | | | | 105. | 1 | F | 65.3 | 1 | E | 472 | 1 | F | 184. | | F |
| Level of Servic Approach Dela | | | | | | | 7.1 | | | 1 | | | F | - la | |
| Approach Dela | alay chu | | | | | 04 | CONTRACTOR OF THE OWNER OWNE OWNER OWNE OWNER OWNE | COLUMN STATE | A DESCRIPTION OF | CONTRACTOR OF | perturbed. | 100 | 1000 | - | 111 |
| | and the second second second | | 1. 1. 1. 1. 1. | 5-1-210-1 | N TEL CI 24 | 2.2.093 | CALCAL PR | A. 10 | 11 | THE CALLES | | | C. C. Lake | | ALC: NOT THE OWNER OF |
| Approach Dela Intersection De | a she | | 10,520 | | FB | 2.2.2 | mela | WB | - P | Total Color | NB | den i -i | NIPLACED. | and in case of the local division of the loc | AL ILS |
| Approach Dela Intersection De | esults | | | 3.0 | EB | С | 3.1 | WB | С | 3.4 | NB | С | 2.3 | SB | В |

HCS71# Streets Version 7.3

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| and 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 100 | The second second | 100 | ALC: NOT | -Finis | 1 | with a | F. M. P. | | 1.1.1 | Ser. | Without . | モムアルト | F. B. | Jage V |
|--|--|--|----------------|-----------------|--|--|--|--|--------------|--|--|------------------|----------------|--|-------------|
| General Inform | ation | We apply the shadowed | 1001.000 | 1.22 | Alabert | Anderland | - | Int | tersect | ion Info | rmatio | n | 1 | 4.2.4.1.4. | 6 |
| | | Solaegui Engineers | | | | | | the second se | ration, | the second s | 0.25 | | | htter | Sec. |
| Agency | | the second | | Analysi | e Data | Con 13 | 2 2017 | | ea Type | | Other | | - | | |
| Analyst | | MSH | | Time P | the second second second | | ak Hour | | | | 0.95 | | | 1 | - |
| Jurisdiction | | City of Sparks | | | and the second division of the second divisio | 2035 E | | and the second se | nalysis I | Period | 1> 7:00 | 0 | 14 | - 19 - Sec | |
| Urban Street | | | | Analysi | | Project | t | | alysis | enoù | 1- 7.0 | | | httr | ſ |
| Intersection | _ | Pyramid & Sparks | | File Na | me | PySp3 | 5aw.xus | | | | | | 1 | 4144.4 | 1 |
| Project Descript | tion | | | | | | _ | A TOWNER OF | ministration | NAME OF A DES | TAL CON | - | 10000 | | Statute of |
| - 1 - (- 1 - 3) | Tradices | State of the second | - 1º - | 10 11- | 1.34 | C. I. | a -ale | 14/22 | 241 14 | 10123025 | NID | 1.0 | and the second | SB | 0.191 |
| Demand Inform | Conception and and and | | | - | EB | | | WB | 1 m | | NB | 1 | | T | R |
| Approach Move | | | | L | T | R | L | T | R | L | T | R | L | | - |
| Demand (v), v | eh/h | | | 200 | 367 | 401 | 250 | 208 | Cinema I | 204 | 1350 | 100 | 600 | 3400 | 135 |
| 7 | 10 mil | treat | 24.11 | 1. N. P | 191023 | T HI | TH | 1.1-10 | 10 540 | a hive | Contraction of the local division of the loc | - | - | | 100 |
| Signal Informa | and discovery of the local diversion of the l | | | 1 | 5 | 22 | Rf. | 1. | La. | 1. | - 1 | | 12 | - | |
| Cycle, s | 120.0 | Reference Phase | 2 | | 5 | | 11 | e e | R | R | 3 | 1 | 12 | T | Z. |
| Offset, s | 0 | Reference Point | End | Green | 6.0 | 15.0 | 55.0 | 6.0 | 4.0 | 14.0 | | | | | - |
| Uncoordinated | No | Simult. Gap E/W | On | Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 0.0 | 4.0 | _ 5 | 14 | - | | |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 1.0 | 0.0 | 11.0 | 1.0 | 0.0 | 1.0 | 1 | 11 | 6 | | |
| 1. 1. 1. 1. 1. 1. | Via Pi | | 1211 | in the second | -11-1 | S. 2 | | Night | in the | 5.12 | 1422 | - Aren | 25-21 | | |
| Timer Results | | | | EBL | - 1 1 | EBT | WBL | . 1 | NBT | NBL | | NBT | SBL | | SBT |
| Assigned Phas | e | | | 7 | | 4 | 3 | | 8 | 5 | | 2 | 1 | | 6 |
| Case Number | | | - | 2.0 | 1.1 | 4.0 | 2.0 | | 4.0 | 2.0 | | 3.0 | 2.0 | the second second | 3.0 |
| Phase Duration | I. S | | | 15.0 | | 23.0 | 11.0 | | 19.0 | 11.0 | (| 30.0 | 26.0 | 5 7 | 75.0 |
| Change Period | the second second | c). S | | 0.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 0.0 | | 5.0 |
| Max Allow Hear | | | | 3.1 | | 3.2 | 3.0 | | 3.2 | 2.9 | | 0.0 | 2.9 | | 0.0 |
| Queue Clearan | | | | 16.1 | | 20.0 | 8.0 | | 16.0 | 8.0 | | | 23.0 | | |
| Green Extensio | the second s | and the last part of the last | | 0.0 | | 0.0 | 0.0 | _ | 0,0 | 0.0 | | 0.0 | 0.6 | | 0.0 |
| | the second second | (ge), 5 | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | | 1.00 | | |
| Phase Call Pro | | | | 1.00 | Concession of the owner owner own | 1.00 | 1.00 | | 1.00 | 1.00 | | | 0.96 | | |
| Max Out Proba | Dility | And a second second | 1000 | 1.00 | 3.4 | 1.00 | 1.00 | area desired | 1.00 | T.OO | CHICKEN W | the state | 02790 | in Date of | ALASSE! |
| Movement Gro | nun Res | cults | 10000 | 1 | EB | COLOCULAR OF COLOC | Contraction of the local division of the loc | WB | 1000400 | 1 | NB | and party series | | SB | |
| Approach Move | the second se | Suno | | L | Т | R | L | Т | R | L | Т | R | L | T | R |
| Assigned Move | | | | 7 | 4 | 14 | 3 | 8 | - | 5 | 2 | 12 | 1 | 6 | 16 |
| And in case of the second division of the sec | | () yoh/h | | 211 | 782 | | 263 | 219 | - | 215 | 1421 | 105 | 632 | 3579 | 116 |
| Adjusted Flow | | state which is not the state of | lin. | 1781 | 1687 | | 1730 | 1870 | | 1781 | 1781 | 1557 | 1730 | 1781 | 1542 |
| the second se | والمراجر المراجع المحمد المستحيلة | ow Rate (s), veh/h/ | un | | and the second division of the second divisio | | | 14.0 | | 6.0 | 43.2 | 4.7 | 21.0 | 70.0 | 4.1 |
| Queue Service | | | | 14.1 | 18.0 | | 6.0 | 14.0 | - | 6.0 | 43.2 | 4.7 | 21.0 | 70.0 | 4.1 |
| the second data and the se | and particular | e Time (gc), s | | 14.1 | 18.0 | | 6.0 | | | A | | | 0.22 | 0.58 | 0.58 |
| Green Ratio (g | | | | 0.12 | 0.15 | | 0.05 | 0.12 | | 0.05 | 0.46 | 0.46 | | the second s | 899 |
| Capacity (c), | | | | 223 | 253 | | 173 | 218 | | 89 | 1632 | 714 | 750 | 2077 | - |
| Volume-to-Cap | | and the second division of the second divisio | | 0.945 | 3,091 | | 1.521 | 1.003 | | 2.411 | 0,871 | 0.147 | 0.843 | - | 0.12 |
| Back of Queue | (Q), f | l/In (95 th percentile |) | 353 | 2920. 4 | | 385.3 | 390.6 | | 782.3 | 637.2 | 76.4 | 366.1 | | |
| Back of Queue | (Q), V | eh/in (95 th percent | ile) | 13.9 | 115.0 | | 15.2 | 15.4 | Base 1 | 30.8 | 25.1 | 3.0 | 14.4 | 188.5 | 2.4 |
| | - | (RQ) (95 th percen | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0,00 | 0.00 | 0.00 |
| Uniform Delay | | the second se | | 52.1 | 51.0 | | 57.0 | 53.0 | | 57.0 | 29.3 | 18.9 | 45.0 | 25.0 | 11.3 |
| Incremental De | | | | 44.7 | 951.5 | | 261.9 | 61.8 | 1 | 667.8 | 6.7 | 0.4 | 8.2 | 327.3 | 0.3 |
| Initial Queue D | | Contraction of the second seco | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay | | and the local design of th | | 96.8 | 1002. | | 318.9 | 114.8 | | 724.8 | 36.0 | 19.3 | 53.2 | 352.3 | 11.6 |
| Level of Servic | e (LOS |) | | F | F | | F | F | | F | D | B | D | F | В |
| Approach Dela | | and the second sec | | 810. | 4 | F | 226. | | F | 119. | 9 | F | 299 | .5 | F |
| a provident a bio | | the second se | | 1 | | -1 | 20.6 | Contraction of the local division of the loc | IN A VALUE | 1 | - | | F | No. Alexandra | TOTAL D |
| Intersection De | and the second second second | and the second se | Stall me | Contract States | 51/m | 5-1-17 | Ent | 154151 | | 1. Live | Protection of the | a longe | 3.1 | and the state | And a state |
| 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1 | neulte | | Concerning and | 1 | FR | | 1 | WR | | 1 | NB | | 0.000 | SB | |
| Intersection De Multimodal Re Pedestrian LO | | 1105 | intervent | 3.0 | EB | с | 3.1 | WB | С | 2.9 | NB | С | 2.3 | SB 3 | в |

HCS7 Signalized Intersection Results Summary

| El Marce Miles | Sec. 24 | The 15- 201 115 11 | 11111 | 1475 | - | 0.00000 | 1.0 | 11 | terner | Non Info | rmatio | Carles State | 1 | 41.414 | 5 |
|--|--|--|--|----------------------|--|--------------------|-----------------------|-----------------|-----------------|--------------|--|--|-------------|---|--------|
| General Inform | ation | 1 | | | | | | | 200 | tion Info | - Carlos and a state of the local division o | 0 | | JIILL | - |
| Agency | | Solaegui Engineers | | | | | | | uratior | - | 0.25 | | - | 小学工作 | 100 |
| Analyst | | MSH | | | | Sep 13 | and the second second | | rea Ty | pe | Other | | ÷ | | |
| Jurisdiction | | City of Sparks | | Time P | eriod | PM Pe | ak Hour | - | HF | | 0.95 | | 1 | - : t | - |
| Urban Street | | | | Analysi | s Year | 2035 B Project | | A | nalysis | s Period | 1> 7:0 | 0 | | atte | |
| Intersection | | Pyramid & Sparks | | File Na | me | PySp3 | 5pw.xus | | | | | _ | 1 | * 1 4 4 4 | Ċ |
| Project Descrip | tion | The second second second | - 11 | Same | 1000 | Sec. | 1994 | 11.2 | THE | | N.F. | Ser. S | A THE PARTY | 1- 300 | N.S.M. |
| Demand Inform | nation | and the second and second and second | | | EB | | | WB | - | | NB | 1 | | SB | |
| Approach Move | ment | | | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (v), v | eh/h | | - | 259 | 248 | 277 | 300 | 363 | - | 444 | 3450 | 200 | 500 | 1700 | 208 |
| Signal Informa | tion | A NEW CASE AND | and the second | dial a la | L. | Contraction of the | 14 | T | 1 | U.Selemon | 11 | 1 | | | |
| Cycle, s | 130.0 | Reference Phase | 2 | 1 | 24 | 0.007 | 10000 | -71 | 5 | 2 - |) | | P | - | - |
| Offset, s | 0 | Reference Point | End | 1 | 7 | M | ° î | | 100 | HC D | - | -1 | .2 | 3 | X |
| Uncoordinated | No | Simult. Gap E/W | On | Green Yellow | | 10.0 | 54.0 4.0 | 22.0 | 1.0 | | - 4 | | | 1 | + |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | | - |]. | | | |
| CHAS WELL | 101- | The second reading of | 231 | 19922 | Filed | To Sec. | 1.11 | e 1907 | States | | Ripel | 1. 21-1 | | 4 | ODT |
| Timer Results | | | | EBL | | EBT | WBL | - | WBT | NBL | | NBT | SBL | | SBT |
| Assigned Phas | e | | | 7 | _ | 4 | 3 | | 8 | 5 | | 2 | 1 | - | 6 |
| Case Number | | | | 2.0 | | 4.0 | 2.0 | | 4.0 | 2.0 | | 3.0 | 2.0 | and the second second | 3.0 |
| Phase Duration | 1, S | | | 22.0 | 1 | 21.0 | 23.0 | | 22.0 | 27.0 | _ | 69.0 | 17.0 | the second se | 59.0 |
| Change Period | (Y+R | c), S | | 0.0 | | 5.0 | 5.0 | 1 | 5.0 | 0.0 | | 5.0 | 5.0 | | 5.0 |
| Max Allow Hea | Allow Headway (MAH), s | | | 3.1 | 1 | 3.1 | 3.0 | | 3.1 | 2.9 | | 0.0 | 2.9 | | 0,0 |
| Queue Clearan | ue Clearance Time ($g s$), s | | | 21.5 | | 18.0 | 13.3 | _ | 19.0 | 29.0 | | | 14.0 | | |
| Green Extensio | De Clearance Time ($g \circ$), s In Extension Time ($g \circ$), s | | | 0.0 | | 0.0 | 0.3 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 |
| Phase Call Pro | bability | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | and the second | | 1.00 | | |
| Max Out Proba | bility | | | 1.00 | | 1.00 | 0.19 | | 1.00 | 1.00 | | - | 1.00 |) | |
| and the star | Millen . | a second and the | 1. 1. 1. 1. | 1 | ED | With the state | - Tay at | WB | a de | Aparticipa (| NB | 2.220 | 17.050 | SB | SALE. |
| Movement Gro | | sults | | - | EB | R | L | T | R | L | T | R | L | T | R |
| Approach Move | and the second second | 1 | | L 7 | 4 | 14 | 3 | 8 | 1 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Assigned Move | | N | | 273 | 526 | 14 | 316 | 382 | - | 467 | 3632 | 211 | 526 | 1789 | 193 |
| Adjusted Flow | | | 11.0 | | 1684 | - | 1730 | | - | 1781 | 1781 | 1558 | 1730 | 1781 | 1537 |
| and the second se | And in case of the local division of the loc | ow Rate (s), veh/h/ | in | 1781 | the second s | - | 11.3 | 17.0 | 1 | 27.0 | 64.0 | 10.3 | 12.0 | 54.0 | 10.9 |
| Queue Service | Name and Address of the Owner, where the | the second s | | 19.5 | 16.0 | | 11.3 | 17.0 | | 27.0 | 64.0 | 10.3 | 12.0 | 54.0 | 10.9 |
| the second se | | ce Time (g_c) , s | | 19.5 | 16.0 | | 0.14 | 0.13 | | 0.21 | 0.49 | 0.49 | 0.09 | 0.42 | 0.42 |
| Green Ratio (| | | | 0.17 | 0.12 | | 479 | 245 | - | 370 | 1753 | 767 | 319 | 1479 | 638 |
| Capacity (c), | | atio (V) | | 0.904 | the second second | - | 0.659 | A CONTRACTOR OF | - | 1.263 | 2.071 | 0.275 | 1.648 | 1.210 | 0.302 |
| Volume-to-Cap Back of Queue | | t/In (95 th percentile | e) | 417.7 | 1881 | | 218.8 | | | 972.1 | 5829. | 168 | 757.9 | 1533.8 | |
| Back of Queue | (Q).v | eh/In (95 th percent | tile) | 16.4 | 74.1 | | 8.6 | 40.8 | 1 | 38.3 | 229.5 | 6.6 | 29.8 | 60.4 | 7.2 |
| and the second state of th | | (RQ) (95 th percer | | 0.00 | 0.00 | | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay | _ | and a second sec | | 53.0 | 57.0 | | 53.1 | 56.5 | | 51.5 | 33.0 | 19.4 | 59.0 | 38.0 | 25.4 |
| Incremental De | | Contraction of the local division of the loc | | 28.1 | 706.9 | | 2.7 | 272.0 | and a summaries | 138.5 | 484.1 | 0.9 | 305.4 | 100.9 | 1.2 |
| Initial Queue D | Contraction of the local division of the loc | and the second s | | 0.0 | 0.0 | 1 | 0.0 | 0.0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0,0 | 0.0 |
| Control Delay | and the second second second second | 8.75-0 | - | 81.1 | 763.9 | 1.0 | 55.8 | 328.5 | 5 | 190.0 | 517.1 | 20.3 | 364.4 | 138.9 | 26.6 |
| Level of Service | And in case of the local division of the loc | the state of the s | | F | F | | E | F | 1 | F | F | C | F | F | C |
| and the second s | the second s | state on the Address of the Address | | 530. | 9 | F | 205. | 1 | F | 457. | .4 | F | 177 | 6 | F |
| Approach Dela | Contraction of the second second | the second se | | | | - | 8.9 | | | 1 | | - | F | | - |
| Approach Dela Intersection De | sindy, or v | | And in case of the local division of the | A POINT OF THE OWNER | STALL. | | | | | | 20100 | 1.5.416 | IS MINTE | | |
| Intersection De | There | 15-26-5 | ul (PA | Thinks | | 1 11 11 12 | - | 14/12 | a particular | 1 | ND | al a | 1 | SP | |
| the second se | esults | | L at Max | 3.0 | EB | С | 3.1 | WB | С | 3.4 | NB | С | 2.3 | SB | В |

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| STE UNITED | A STORY | SGIP ST | A THE YOU | 2023 | 2014/14 | a gradel | 周期的 | P. S. P | 1.58/45 | Serlau. | | | Statute . | 1 1210 | 25.1.1 |
|--|--|--|-------------|---|--|-----------------------|-------------|----------------|-----------------|---|----------------|---------------|--------------------|--|----------------|
| General Inform | nation | The state of the state of the state | - A.I. | STREET AND | 1104144 | all succession in the | 24080385239 | In | tersect | ion Info | rmation | 1 | 1 | 4 2.4- 6 5- | 14 |
| | | Solaegui Engineers | | | _ | | | - | uration, | | 0.25 | | | ittr | |
| Agency | | MSH | | Analysi | s Date | Sep 13 | 2017 | and the second | rea Typ | Conception in the local division of the | Other | | 1.0 | | |
| Analyst | | City of Sparks | | Time P | | | ak Hour | | HF | | 0.95 | | 1 | . di | - |
| Jurisdiction | | City of Sparks | | Analysi | | 2035 B | | | nalysis | Period | 1> 7:00 | 0 | - | | |
| Urban Street | | | | Analya | 5 160 | | + Kiley | | naryoro | i onou | | | 1 | 5110 | |
| Intersection | | Pyramid & Sparks | | File Na | me | PySp3 | 5awo.xu | IS | | | | _ | 1 | 41446 | 1 |
| Project Descrip | otion | an en tha bha da 200 a S | and man | interesting in the | NUMPER N | 100 m | STORE MA | AD ROOM | 1.51-51 | E Street | SP | 1911 2 | ANTER: | 1000735 | PANTA I |
| Demand Infor | mation | A STATE OF A STATE OF A STATE | ADVIN-DOV | - | EB | | | WB | A CONTRACTOR OF | T | NB | and the first | with the local day | SB | |
| Approach Mov | | | | L | T | R | L | Т | R | L | T | R | L | T | R |
| | | | | 276 | 377 | 418 | 250 | 237 | 1 | 281 | 1347 | 100 | 630 | 3450 | 135 |
| Demand (v), | venn | All March 1 | 118-10 | 210 | 15-43 | 1410 | 200 | 201 | Sel V | Distant P | Con lo | A BOLLEY | 31.0 2 | Next lit | 1 Il |
| Signal Inform | ation | In the second second | | | 6 | 24 | 14 | 1. | | | -1 | | +- | - | |
| Cycle, s | 120.0 | Reference Phase | 2 | | 15 | 10.000 | 11 | - 1 | TR. | 1 |) | × | r | × | 7 |
| Offset, s | 0 | Reference Point | End | Green | 8.0 | 13.0 | 55.0 | 5.0 | 6.0 | 13.0 | - | 1 | | | - |
| Uncoordinated | No | Simult. Gap E/W | On | A reason of the second s | 4.0 | 0.0 | 4.0 | 4.0 | 0.0 | 4.0 | 5 | 1 | | 1 | - |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 1.0 | 0.0 | 11.0 | 11.0 | 0.0 | 11.0 | 1 | P | 6 | T | and the second |
| Land Mary | 1- 6.04 | and a start of the | 122 | 行わられ | CP IV | 38.4 | State U | 1 and a | 1024) | | March 1 | IDT | 0.01 | T. E. | ODT |
| Timer Results | | | | EBL | _ | EBT | WBL | - | WBT | NBL | | NBT | SBL | | SBT |
| Assigned Phar | se | | | 7 | _ | 4 | 3 | _ | 8 | 5 | - | 2 | 1 | | 6 |
| Case Number | - | | | 2.0 | | 4.0 | 2.0 | | 4.0 | 2.0 | | 3.0 | 2.0 | | 3.0 |
| Phase Duratio | n, s | al automation | | 16.0 | | 24.0 | 10.0 | | 18.0 | 13.0 | | 50.0 | 26.0 | | 73.0 |
| Change Period | ange Period, (Y+R c), s | | | 0.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 0.0 | | 5.0 |
| Max Allow Hea | x Allow Headway (MAH), s | | | 3.1 | | 3.2 | 3.0 | | 3.2 | 2.9 | and in case of | 0.0 | 2.9 | | 0.0 |
| Queue Cleara | x Allow Headway (<i>MAH</i>), s eue Clearance Time (g s), s | | | 18.0 | | 21.0 | 7.0 | | 15.0 | 10.0 | | | 24.3 | | |
| Green Extensi | on Time | (ge), s | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.4 | a main from the | 0.0 |
| Phase Call Pro | obability | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | | 1.00 | | |
| Max Out Prob | ability | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | KUTTAN | 1.00 |) | - |
| | alle 1 | St. at. Suboye | SULUE: | the gard | | de la | 21.5.10 | 10/07 | 1000 | 1 star | NB | 19210 | interior a | SB | - Auto |
| Movement Gr | | sults | | | EB | D | 1 1 | WB | 1 0 | 111 | T | R | L | T | R |
| Approach Mov | | | | L | T | R | L | T | R | L | | 12 | 1 | 6 | 16 |
| Assigned Mov | | | | 7 | 4 | 14 | 3 | 8 | | 5 | 2 | | | the second | |
| Adjusted Flow | and the second particular literature li | the second se | | 291 | 811 | | 263 | 249 | | 296 | 1418 | 105 | 663 | 3632 | 116 |
| | the local data in the | ow Rate (s), veh/h/ | n | 1781 | 1686 | | 1730 | 1870 | | 1781 | 1781 | 1557 | 1730 | 1781 | 1541 |
| Queue Service | | the second | | 16.0 | 19.0 | | 5.0 | 13.0 | | 8.0 | 43,0 | 4.7 | 22.3 | 68.0 | 4.2 |
| the second second second | | e Time (gc), s | | 16.0 | 19.0 | - | 5,0 | 13.0 | - | 8.0 | 43.0 | 4.7 | 22.3 | 68.0 | 4.2 |
| Green Ratio (| | | | 0.13 | 0.16 | 1 | 0.04 | 0.11 | | 0.07 | 0.46 | 0.46 | 0.22 | 0.57 | 0.57 |
| Capacity (c), | the second se | | | 238 | 267 | | 144 | 203 | - | 119 | 1632 | 714 | 750 | 2018 | 873 |
| Volume-to-Ca | pacity Ra | atio(X) | _ | 1.223 | 3.036 | | 1.826 | 1.231 | - | 2.491 | 0.869 | 0.147 | 0.885 | 1.800 | 0.133 |
| Back of Queu | e (Q), ft | /In (95 th percentile |) | 616.1 | 3013. | | 437.6 | 546.8 | | 1059. | 634.3 | 76.4 | 394.9 | 5086.2 | 63.2 |
| Back of Queu | e(0) v | eh/In (95 th percent | ile) | 24.3 | 118.6 | - | 17.2 | 21.5 | - | 41.7 | 25.0 | 3.0 | 15.5 | 200.2 | 2.5 |
| the statement of the st | | (RQ) (95 th percen | | 0.00 | 0.00 | | 0.00 | 0.00 | 1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay | | the second se | | 52.0 | 50.5 | | 57.5 | 53.5 | 1 | 56.0 | 29.3 | 18.9 | 45.5 | 26.0 | 12.2 |
| Incremental D | | the second se | | 132.0 | 926.2 | | 397.4 | 139.4 | 1 | 695.3 | 6.6 | 0.4 | 11.8 | 361.8 | 0.3 |
| Initial Queue I | | and the second division of the second divisio | | 0.0 | 0.0 | | 0.0 | 0.0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0,0 | 0.0 |
| Control Delay | and the second second second | station light d'annu products | | 184.0 | 976.7 | | 454.9 | 192.9 | 1 | 751.3 | 35.8 | 19.3 | 57.4 | 387.8 | 12.5 |
| Level of Servi | the second s | the second se | | F | F | | F | F | 1 | F | D | B | E | F | B |
| Approach Del | | state of some of some of the source of the local division of the l | | 767. | | F | 327. | | F | 151. | | F | 328 | 1- | F |
| Intersection D | and the second sec | NAME OF TAXABLE ADDRESS OF TAXABLE PARTY. | | 1.51 | - 1 | and in the second | 8.8 | | | 1 | - | - | F | - | |
| intersection D | Sidy, Siv | SARE THE PLANT | 97. (A. 12) | Constanting | Pile That | 100 | 20.00 | 16 200 175 | dille to | 137.30 | | | SIENIP | Breit | 1 have |
| Multimodal F | esults | | and and the | Terenze | EB | all and a lot | (marine | WB | - | T | NB | abs that | - | SB | them you |
| munnoud i | timodal Results | | | 3.0 | And and the owner of the owner own | С | 0.4 | | 0 | 0.0 | - | С | 2.3 | | В |
| And share the state of the stat | nodal Results trian LOS Score / LOS | | | | 2 | 62 | 3.1 | | C | 2.9 | | 6 | 2.e | 2 1 | |

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| 1 101 3610 | Section 1 | Martin 2 3 | | | 1000 | in the | Till- | 1.00 | | | 100 | 234 | 12.15 | ALL SHE | 1825 | Te II |
|---|--|--|--|--|--|--|-------------|--|---------------|-------------------|--|------------|-------------|-------------|-----------------|----------------------|
| General Inform | nation | W contract and the | | - | Your Dev | A STREET, STRE | | h | nte | rsecti | on Info | rmation | 1 | 1 | بالم المعارك ال | 1. |
| Agency | | Solaegui Engineers | | | | | | | | ation, | | 0.25 | | | JIILL | Sec. |
| Analyst | | MSH | | Analysi | s Date | Sep 13 | 2017 | | | а Туре | Surveyore in the survey of the | Other | - | 4 | S MOAN | |
| Jurisdiction | | City of Sparks | | Time P | and the second se | And in case of the local division of the loc | ak Hour | | PHF | | | 0.95 | | 1 | 4 | C |
| Urban Street | | Uny of Oparito | | Analysi | | 2035 B | | the second s | | lysis F | Period | 1> 7:0 | 0 | - | | |
| | | | _ | | | Project | + Kiley | | | | | | | 7 | 1117 | |
| Intersection | | Pyramid & Sparks | | File Na | me | PySp3 | 5pwo.xu | IS | | | | | | | 41472 | e |
| Project Descrip | otion | State of the local division of the | an a | Conception of the local division of the loca | CONTRACTOR INCOME | | 00000000 | tion and | 0.007 | VICTOR | or a lock | ALCONO. | CALCULAR OF | Longon - | The second | - Dette |
| Charles 1 - 2 - 2 | | the second second | tel - | and the second second | EB | and the second | Carla Carlo | WB | | NP 10 | AN. MARTING | NB | | 1000 | SB | in the second second |
| Demand Infor | | | | L | T | R | 1.1 | I T | - | R | L | T | R | L | T | R |
| Approach Mov | the second s | | | | - | | 300 | 393 | - | K | 568 | 3400 | 200 | 531 | 1751 | 208 |
| Demand (v), | veh/h | | COLUMN STREET | 383 | 258 | 294 | 300 | 393 | 2 | ince | 000 | 1 3400 | 200 | 001 | 1751 | 200 |
| Signal Inform | ation | and the standard and and and | | Constant Constant | L. | Contract of the | 11 | T | 100 | and the second | 1 | | | | | |
| Cycle, s | 130.0 | Reference Phase | 2 | 1 | | 1000 | 1.000 | 128 | 1. | | C > |) | | P | - | - |
| Offset, s | 0 | Reference Point | End | - | 100 | 111 | | int fail and in the local states of the local | 0 | 10 | 100 | - | 1 | 2 | \$ | N |
| Uncoordinated | | Simult. Gap E/W | On | Green | | 0.0 | 54.0 | 22.0 | | 1.0 | 16.0 | - | 1 | | 1 | + |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 1.0 | 0.0 | 1.0 | 0.0 | | 0.0 | 1.0 | | 1. | | T | |
| T OIGE MODE | Tixeu | onnon, oap wo | 5.50 | 0720.7.1 | 191 | ALL DAMES | CAST - | 3.0 | 57 | 1.3 | 0000 | | | 1 The | EL . | 1.4 |
| Timer Results | CRYM TO | and a local data and the | 19 | EBL | . 11 | EBT | WBL | - 1 | W | BT | NBL | | NBT | SBL | . 1 | SBT |
| Assigned Phas | | | | 7 | | 4 | 3 | | 8 | 3 | 5 | | 2 | 1 | | 6 |
| Case Number | | | - | 2.0 | | 4.0 | 2.0 | - | 4. | 0 | 2.0 | | 3.0 | 2.0 | | 3.0 |
| Phase Duratio | ns | | | 22.0 | | 21.0 | 23.0 | | 22 | .0 | 27.0 | 6 | 39.0 | 17.0 | 6 | 59.0 |
| | | a) s | | 0.0 | | 5.0 | 5.0 | | 5. | 0 | 0.0 | 2123 | 5.0 | 5.0 | | 5.0 |
| Concerns to the Owner of the Arriver | ange Period, (Y+R c), s ax Allow Headway (MAH), s | | | 3.1 | | 3.1 | 3.0 | - | 3. | | 2.9 | | 0.0 | 2.9 | | 0.0 |
| | x Allow Headway (MAH), s eue Clearance Time (g s), s | | | 24.0 | | 18.0 | 13.3 | T I | 19 | | 29.0 | | | 14,0 | 1 | |
| Green Extensi | | | | 0.0 | | 0.0 | 0.3 | - | 0. | | 0.0 | _ | 0.0 | 0.0 | | 0.0 |
| Phase Call Pro | A DESCRIPTION OF TAXABLE PARTY. | (90),3 | | 1.00 | _ | 1.00 | 1.00 | | 1.0 | the second second | 1.00 | - | | 1.00 | | - |
| Max Out Proba | | | - | 1.00 | The second division of | 1.00 | 0.19 | | 1.0 | | 1.00 | | | 1.00 | - | |
| | a binty | A TENNE STUDY | Laboration and | Minutes | The states | | -11- | - des | 31 | 15 | and South | C | - her | ALL COMPANY | 1 . A. L. | 2 |
| Movement Gr | oup Res | sults | | 1 | EB | | | WB | | | 1 | NB | | | SB | - |
| Approach Mov | | | | L | Т | R | L | Т | 1 | R | L | Т | R | L | Т | R |
| Assigned Mov | | | | 7 | 4 | 14 | 3 | 8 | | | 5 | 2 | 12 | 1 | 6 | 16 |
| Adjusted Flow | CARDINA CONTRACTOR |), veh/h | | 403 | 555 | | 316 | 414 | | | 598 | 3579 | 211 | 559 | 1843 | 193 |
| the second se | | ow Rate (s), veh/h/ | n | 1781 | 1682 | | 1730 | 1870 | | | 1781 | 1781 | 1558 | 1730 | 1781 | 1537 |
| Queue Service | | Comments of the local distribution of the second state (in the second state (in the second state)). | | 22.0 | 16.0 | | 11,3 | 17.0 | | | 27.0 | 64.0 | 10.3 | 12.0 | 54.0 | 10.9 |
| | and the second s | e Time (g c), s | | 22.0 | 16.0 | | 11.3 | 17.0 |) | | 27.0 | 64.0 | 10.3 | 12.0 | 54.0 | 10.9 |
| Green Ratio (| | | | 0.17 | 0.12 | | 0.14 | 0.13 | 3 | - 51 | 0.21 | 0.49 | 0.49 | 0.09 | 0.42 | 0.42 |
| Capacity (c). | | | | 301 | 207 | | 479 | 245 | | | 370 | 1753 | 767 | 319 | 1479 | 638 |
| Volume-to-Ca | | atio (X) | | 1.337 | 2.680 | | 0.659 | 1.69 | 1 | | 1.616 | 2.041 | 0.275 | 1.750 | 1.246 | 0.30 |
| | | /In (95 th percentile) |) | 933.4 | No. of Concession, name | | 218.8 | in the local division in the local divisione | | | 1613. 3 | 5687. 7 | 168 | 837.4 | 1666.5 | 182. |
| Back of Oueu | e(0) v | eh/In (95 th percent | ile) | 36.7 | 79.4 | | 8.6 | 46.9 | | | 63.5 | 223.9 | 6.6 | 33.0 | 65.6 | 7.2 |
| | | RQ) (95 th percen | | 0.00 | 0.00 | | 0.00 | 0.00 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay | | the second s | | 54.0 | 57.0 | 1 | 53.1 | 56.5 | _ | | 51.5 | 33.0 | 19.4 | 59.0 | 38.0 | 25.4 |
| Incremental D | | | | 172.6 | Long and the same | - | 2.7 | 328. | | | 289.5 | | 0.9 | 350.4 | 116.6 | 1.2 |
| Initial Queue I | | and all all all all all all all all all al | | 0.0 | 0.0 | | 0.0 | 0.0 | in the second | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay | and the second division of the second divisio | Contraction of the local data and the local data an | | 226.6 | And in case of the local division of the loc | - | 55.8 | 384. | - | - 7 | 341.0 | | 20.3 | 409.4 | 154.6 | 26.6 |
| Level of Servi | the second se | and the second s | | F | F | - | E | F | + | | F | F | C | F | F | C |
| Approach Del | | the second se | | 574. | | F | 242 | <u> </u> | 1 | F | 458. | | F | 199. | 1 | F |
| Intersection D | | | | 1 5/4. | - | | 5.6 | - | - | | | | - | F | | |
| intersection D | Stuy, arv | | in the second | 12mg | A Second | Section 2 | | 5454 | 273 | CIE - | Marine | 1.1-1 | The State | State State | 2 militar | TY' |
| Multimodal F | Results | Stan Villes Classics | a ta da an | T | EB | and south | 1 | WB | 3 | | | NB | | | SB | |
| Pedestrian LC | and the second second | LOS | | 3.0 | | С | 3.1 | | _ | C | 3.4 | | С | 2.3 | | в |
| | Score / L | NAME OF TAXABLE PARTY. | | 2.1 | _ | B | 1.0 | | - | | 4.1 | | D | 2.6 | | C |

HCS7 " Streets Version 7.3

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| STEWE WEINER | 1. S. S. B. | Contraction of the second | 2772 | 100 C 101 | 200 | miles ? | ion Re | ROUGH A | 112 3 | 51.12. | all the true | 16 2 60 | 13:31 | 100 | Ser Ser |
|--|--|--|---------------|--------------------|--|--------------|-----------------|------------|-------------------|-------------|--|------------|------------|--------------|---------|
| General Inform | ation | | 11000 | -121 5 - 1 | and the second second | 1 CROCK | COLOR DE LA CAL | lin | tersect | ion Info | rmatio | n | 3 | ة مادرار له | July . |
| Agency | A COLOR OF THE OWNER | Solaegui Engineers | | | | | | D | uration, | h | 0.25 | | | | - |
| Analyst | | MSH | | Analysi | s Date | Sep 18 | 3. 2017 | | еа Туре | - | Other | | | | i i |
| Jurisdiction | | City of Sparks | | Time P | | | ak Hour | - | HF | | 0.95 | | 3 | | + |
| Urban Street | | ony of opening | | Analysi | | 2035 E | | - | nalysis I | Period | 1> 7:0 | 00 | | | |
| Intersection | | Pyramid/Sparks NB | Ramp | File Na | | NB35a | | 1. | | | | | 1 | 551 | od i |
| Project Descript | lion | i fiannaropanto no | Ttarrip | 1 10 110 | inte | 1 | | | | | | | | 4 144 | 1.4.1 |
| Fibject Descrip | SUPON'S | A MARK STREET | PATT | 10 m | 1.1.1 | 140.15 | Enter | 1999 | S-1835 | C TO THE | 同社 | - 12 J | 12:19 | The state | 2.2 |
| Demand Inform | nation | Entre and a service of the | annu Bri | | EB | | | WB | | | NB | | | SB | |
| Approach Move | ment | | | L | Т | R | L | T | R | L | T | R | L | T | F |
| Demand (v), v | and the second s | | | 100 | 800 | 1 | | 400 | 300 | 100 | | 100 | | | |
| No. 1 Al March | 1 E Anto | 法国际 计算法问题 计算 | N.BIN- | 1919 | 1919 | 218 | A PART | 8:00% | N. L. Fall | 11 | 57813 | - She | tt. at- | 1. 19. | |
| Signal Informa | tion | | | | | R | | | | | | | | | 10 |
| Cycle, s | 80.0 | Reference Phase | 2 | 1 | ¥. | -> " | 52 | | | | | - | + | - | - |
| Offset, s | 0 | Reference Point | End | Green | 15.0 | 30.0 | 20.0 | 0.0 | 0.0 | 0.0 | | 1 | K | - | |
| Uncoordinated | No | Simult. Gap E/W | On | Yellow | And in case of the local division of the loc | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | × 1 | | | K |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | | 3 | 6 | 1 | |
| | al state | the second of the | En later | 45-57 | 10"F | Sel. | gun e | Sau | 5-12-F | 121.516 | 1 | a starting | Wert P | -hill | OUT FR |
| Timer Results | | | | EBL | | EBT | WBL | 1 | WBT | NBL | - | NBT | SBL | - | SBT |
| Assigned Phase | e | | | 5 | | 2 | | - | 6 | | _ | 8 | | | |
| Case Number | | | | 2.0 | | 4.0 | | | 7.3 | | - | 9.0 | | _ | |
| Phase Duration | , S | | | 20.0 | | 55.0 | | | 35.0 | | | 25.0 | | _ | |
| Change Period | (Y+R | c), S | | 5.0 | _ | 5.0 | | | 5.0 | | | 5.0 | _ | _ | |
| Max Allow Hea | dway (I | MAH), s | | 3.1 | | 0.0 | | 1 | 0.0 | | _ | 3.2 | | | |
| Queue Clearan | ce Time | e (gs), s | | 4.0 | | | | | | | - | 6.3 | | | |
| Green Extensio | n Time | (g ∈), s | | 0.1 | | 0.0 | | _ | 0.0 | | _ | 0.4 | | | |
| Phase Call Pro | bability | | | 1.00 | | | | _ | | | | 1.00 | | | |
| Max Out Proba | bility | | | 0.00 | | - | - | _ | - | - | and set | 0.00 | Factor and | agencies and | animus |
| 11-6-21 | din | | | a later fait | 1313 | | 12.2.2 | 14/0 | 10000 | Con Ballion | ND | 1.Start | 24/112 | SB | 100000 |
| Movement Gro | | sults | | | EB | | | WB | | | NB | R | L | T | F |
| Approach Move | | | | L | Т | R | L | T 6 | R 16 | L 3 | T | 18 | | | |
| Assigned Move | | | | 5 | 2 | | | | | 105 | | 105 | | - | - |
| Adjusted Flow | | and add the second division of the second | | 105 | 842 | | | 421 | 316 | 1730 | | 1585 | | | - |
| | | ow Rate (s), veh/h/ | iu - | 1730 | 1781 | | | 1781 | 1585 | 1.9 | | 4,3 | | | |
| Queue Service | the second se | AT DESIGNATION OF THE REAL PROPERTY OF THE REAT | | 2.0 | 9.3 9.3 | | | 6.7 6.7 | 12.4 | 1.9 | | 4.3 | | | +- |
| and the second sec | | ce Time (g_c) , s | | 2.0 | 9.3 | | | 0.38 | 0.38 | 0.25 | | 0.25 | | | - |
| Green Ratio (g | and the second se | | | 649 | 2226 | - | | 1335 | 594 | 865 | | 396 | | | |
| Capacity (c), | | atio (V) | | 0.162 | 0.378 | - | | 0.315 | | 0.122 | | 0.266 | | | - |
| Volume-to-Cap | and the second second second | the state of the s | 1 | 37.2 | 138.5 | | | 122.9 | | 33.7 | | 70.4 | | | |
| | | t/In (95 th percentile eh/in (95 th percent | | 1.5 | 5.5 | | 1 | 4,8 | 8.4 | 1.3 | | 2.8 | | | |
| | | (RQ) (95 th percent | | 0.00 | 0.00 | | | 0.00 | 0.00 | 0.00 | - | 0.00 | | | |
| Uniform Delay | | Children and the state of the s | | 27.2 | 7.4 | | | 17.7 | 19.5 | 23.2 | | 24.1 | | - | |
| Incremental De | | | | 0.0 | 0.5 | | | 0.6 | 3,4 | 0.0 | | 0.1 | | - | |
| Initial Queue D | | and the second se | | 0.0 | 0.0 | | - | 0.0 | 0.0 | 0.0 | - | 0.0 | | - | 1 |
| Control Delay | | the second division in the second sec | | 27.3 | 7.9 | | - | 18.3 | 22.9 | 23.2 | | 24.2 | | 1 | - |
| Level of Servic | a second s | the descent of the local data and the local data an | | C | A | - | 1 | B | C | C | | C | | 1 | |
| Approach Dela | | Specific real and the second se | _ | 10.0 | | В | 20.3 | | С | 23.7 | 7 | C | 0.0 | T | _ |
| hppioaon Dela | And in case of the local division of the loc | other is successfully, it, therein have a first state of the | | 1 | - | | 5.5 | - | | - | | | В | - L | |
| Intersection De | The second second | AND THE REAL PROPERTY. | NOTION OF | C.C.C.T | 104.055 | State of | and the for | 10 30 | TRANT | 213 20 | 101 31 | 1300.5 | the liter | THE . | |
| Intersection De | A DINE. | and the second second second second | States in the | | | | | | the second second | | ALC: NOT THE OWNER OF THE OWNER OWNER OF THE OWNER OWNER OF THE OWNER | | | | |
| Intersection De Multimodal Re | dal Results an LOS Score / LOS | | and the | 1. Constant of the | EB | Nor Policity | 1 | WB | | | NB | TUDISOL | | SB | } |

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| 120 10 10 10 10 10 | 100 | | 1 0151 | Tanzey | ame | 13000 | | Jour | ts Sum | General S | 325 | 1. 10 | - toste | 14 1 | 1345 |
|---|--|--|---------------|--|---|---------------------------|---------------|-----------------------|--|-------------------|----------|----------------|----------------|--------|----------|
| Concernel Inform | ation | | 1 +1 (| All the search | B12 - 2 | E Mark | Al of a later | li | ntersecti | on Info | rmatio | n | 12 | 4.4.4 | 1.1 |
| General Inform | ation | Solaegui Engineers | | | | | | and the second second | Juration, | the second second | 0.25 | | | | |
| Agency | | MSH | | Analuri | e Dote | Sep 18 | 2017 | and the second second | rea Type | | Other | | 1.1 | 364 | |
| Analyst | | the second se | | Time P | COLUMN AND ADDRESS OF | A CONTRACTOR OF THE OWNER | ak Hour | a consideration | HF | | 10.95 | | | 4 | 1.0 |
| Jurisdiction | | City of Sparks | | A REAL PROPERTY AND A REAL | | 2035 E | | | nalysis F | Period | 1> 7:0 | 00 | - <u>-</u> ;-→ | 11.237 | |
| Urban Street | | Pyramid/Sparks NB | Domo | File Na | the second se | NB35p | | -11 | anaryoro i | onou | 11-11-0 | | 1 | 552 | |
| Intersection | | Pyramid/Sparks NB | Ramp | File Na | me | Папар | A.AU3 | | | | 100 | | | 1144 | 14 |
| Project Descrip | tion | and the second second | 10022212 | 1000 10 | (Lar)'s | The second | 12 - 23 | 1 | | 20:023 | 1-1-1-12 | and the second | and a los | 123 | 15.50 |
| Demand Inform | nation | Care and a set | No. And Color | and the second | EB | Contraction of the | 1 | WB | | | NB | and the second | 1 | SB | |
| Approach Move | | | | L | T | R | L | Т | R | L | T | R | L | T | R |
| Demand (v), v | and the second division of the second divisio | | | 200 | 650 | | - | 500 | 600 | 150 | 1 | 200 | | | |
| Demand (V), V | en/n | CARACTER SA | State of | 1.00 | ashe as | ALL STREET | SCA. | (Traile | 24/2 27 | | 1316-16 | 10 26 | N.V.E.W. | 1125 | A TOTAL |
| Signal Informa | tion | A REAL PROPERTY AND AND AND AND | | - | | K | 1 | 1 | 1 | | | | | | |
| Cycle, s | 80.0 | Reference Phase | 2 | 1 | 2 | | 37 | | | | | - | - | | |
| Offset, s | 0 | Reference Point | End | Green | 15.0 | 30.0 | 20.0 | 0.0 | 0.0 | 0.0 | | 1 | | - | |
| Uncoordinated | No | Simult. Gap E/W | On | Yellow | | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | 1 | 4 | | K |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | | | 6 | 1 | |
| | (Traces) | A STREET STREET | William . | A SE OF | AL | hora | No fret | ALL - | AL EDGARD | Mar St | Sale - | with a | ale los | 101 | 15.7 |
| Timer Results | ad adding to \$1000 | | | EBL | | EBT | WBL | . 1 | WBT | NBL | - | NBT | SB | | SBT |
| Assigned Phas | e | | | 5 | | 2 | 1 | 1 | 6 | | | 8 | - | | |
| Case Number | | | | 2.0 | | 4.0 | 1 | | 7.3 | | | 9.0 | | | |
| Phase Duration | 1, S | | | 20.0 | | 55.0 | | | 35.0 | | | 25.0 | | | |
| Change Period | Address of the owner. | c), S | | 5.0 | 1 | 5.0 | | | 5.0 | - | | 5.0 | 1 | | - |
| Max Allow Hea | | and the second se | | 3.1 | | 0.0 | | | 0.0 | | | 3.3 | | 1 | |
| Queue Clearan | | | | 6.2 | | | | | | 1 | | 11.2 | | | |
| Green Extensio | | a sign in 1916 water of the second state of th | - | 0.3 | | 0.0 | | 1 | 0.0 | | | 0.6 | | | |
| Phase Call Pro | | the second se | | 1.00 |) | | | | | | | 1.00 | | | |
| Max Out Proba | | and his Provide Landson Contraction | | 0.00 |) | | 1 | 1 | | 1 | | 0.02 | 1 | | |
| | Seater. | A LONG STREET | (dol) | ATE C | 1 States | the fre | and - | 452.4 | S. Marth | 1-1-10 | 5628 | life 3 mg | Stall. | 15 19 | S. C. T. |
| Movement Gro | oup Res | sults | | | EB | | | WB | | - | NB | - | | SB | |
| Approach Move | ement | | | L | Т | R | L | Т | R | L | T | R | L | T | E |
| Assigned Move | ement | | | 5 | 2 | | | 6 | 16 | 3 | | 18 | - | | _ |
| Adjusted Flow | Rate (v | /), veh/h | | 211 | 684 | | | 526 | 500 | 158 | | 211 | 1 | | - |
| the second se | | ow Rate (s), veh/h/ | In | 1730 | 1781 | | | 1781 | | 1730 | | 1585 | | - | 1 |
| Queue Service | | the second se | | 4.2 | 7.1 | | | 8.7 | 23.0 | 2.9 | | 9.2 | | - | _ |
| Cycle Queue C | learand | ce Time (g c), s | | 4.2 | 7.1 | 1 | | 8.7 | 23.0 | 2.9 | | 9.2 | - | - | - |
| Green Ratio (| g/C) | | | 0.19 | 0.62 | | | 0.38 | _ | 0.25 | | 0.25 | - | - | |
| Capacity (c). | veh/h | | | 649 | 2226 | | | 1335 | | 865 | | 396 | | | |
| Volume-to-Cap | a second s | atio (X) | | 0.325 | 0.307 | | | 0.394 | and the second s | 0.183 | | 0.531 | | - | |
| Back of Queue | (Q), f | t/In (95 th percentile |) | 76.9 | 105.9 | | | 159.5 | 5 388.6 | 51.4 | | 153.8 | | - | - |
| Back of Queue | (Q), v | eh/In (95 th percent | tile) | 3.0 | 4.2 | | | 6.3 | 15.3 | 2.0 | | 6.1 | 1 | - | |
| | | (RQ) (95 th percen | | 0.00 | 0.00 | | | 0.00 | | 0.00 | | 0.00 | | - | |
| Uniform Delay | (d1), s | s/veh | | 28.1 | 7.0 | | | 18.3 | the second s | 23.6 | | 25,9 | - | - | |
| Incremental De | elay (d | 2), s/veh | | 0.1 | 0.4 | | | 0.9 | 13.5 | 0.0 | | 0.7 | | - | |
| Initial Queue D | elay (c | 1 3), s/veh | | 0.0 | 0.0 | 1 | | 0.0 | 0.0 | 0.0 | | 0.0 | - | - | - |
| Control Delay | (d), s/\ | veh | | 28.2 | 7.3 | | | 19.2 | | 23.6 | - | 26.7 | - | - | - |
| Level of Servic | e (LOS |) | | C | A | | | В | D | C | | C | - | 1 | 1 |
| Approach Dela | ay, s/veh | 1/LOS | | 12.3 | 2 | В | 27.5 | 5 | C | 25. | 4 | С | 0. | 0 | |
| Intersection De | elay, s/v | eh / LOS | | | | 2 | 1.2 | | - | - | | - | C | - | 11 50 |
| | E Start | A STATE OF | | aliter ?! | 1-12 | With a st | 2012 | 2.2 | A State | 1200 | 151/2 | 10 15 | W. W. | | Trad |
| Multimodal R | esults | | | | EB | | | WB | - | | NB | | - | SE | |
| Pedestrian LO | S Score | e/LOS | | 1.9 | _ | В | 2.4 | | В | 3.0 | | Ö | 3. | 0 | С |
| Bicycle LOS S | core / L | OS | | 1.2 | | A | 1.3 | | A | 4 | | F | 1 | | _ |

HCS7 ** Streets Version 7.3

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| WERE STUDENESS | THE REAL | and a start of the second | 572026 | - Children | Cana I | HOUR T | New St | Titte 17 | - 19 M | 715 | 1.4.6 | 1.2 - 10. | 2 merz | Nº 9 | CE I |
|---|--|--|---------------|--------------------|--|--|-------------------|----------------|------------------------|-----------------------|------------|---|----------|---------------|--------|
| General Inform | ation | a second solution of the second second second | 13 militare 6 | 1111 | 0.0.00 | 1-10,40,000 | 0.000 | lin | tersect | ion Info | rmatio | n | 2 | 4.4.4.6 | 1.1 |
| | ation | Solaegui Engineers | | | | | | | uration, | | 0.25 | | | | |
| Agency | | the second se | | Analus | o Doto | Sep 1 | 9 2017 | and the second | rea Type | | Other | | 1 | | |
| Analyst | | MSH | | And in case of the | and the second designed | a state of the sta | | | HF | 5 | 0.95 | | | 1 | |
| Jurisdiction | | City of Sparks | | Time P | | a los de la companya | eak Hour | | and the second strends | Doriod | 1> 7:0 | 0 | 4- | | |
| Urban Street | | | _ | | _ | 2035 E Projec | at | | nalysis l | - eriod | 1 > 7:0 | | - | <u>ነ</u> ገ ሰ | |
| Intersection | | Pyramid/Sparks NB | Ramp | File Na | me | NB35a | aw.xus | | | | | | | 4144 | 11 |
| Project Descrip | tion | | - | and the second | - | - | THE OWNER ADDRESS | _ | the second second | Contraction of the | TO VIDEO | and the second | - | - | |
| and the second | 22 | | A DO Y | 1. 11 14 | 5101 | 111-127 | 12012 | 1.5 - 1 | 1. 5. 41 | 231 1 | 115 | Sec. 5 | Calles. | 00 | 1,51,1 |
| Demand Inform | nation | | | | EB | - | | WB | 1 | 1 | NB | 1 - | | SB | 1 |
| Approach Move | and the second se | | | L | Т | R | L | T | R | L | T | R | L | T | F |
| Demand (v), v | eh/h | | | 200 | 967 | | | 458 | 300 | 204 | 1 | 100 | | - | - |
| 1. 1. 1. 1. A. A. | ADT. IN THE | ····································· | 190 | 41.0 T | Co. WAR | 41 - 21 | 9047 | 생는지 | 1-12 3-31 | THE CLUB | 1015 | and a state of | 112 | (APRIL) | 04, |
| Signal Informa | tion | | | | | | - | | | | | | | | |
| Cycle, s | 80.0 | Reference Phase | 2 | | | + | 51 | n. | | | 1. | | * z | 3 | |
| Offset, s | 0 | Reference Point | End | Green | 15.0 | 30.0 | 20.0 | 0.0 | 0.0 | 0.0 | | | K | 1 | |
| Uncoordinated | No | Simult. Gap E/W | On | Yellow | | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | | | | 5 |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | | \$ | 6 | 7 | 1 |
| WE BUCKED TH | 10 | SAV DE STAR | | Strate Party | 5220 | 2023 | The hay | 2 40 | - 110- | 1.5 | 11 | The state | MOLE & | 200 10 | in the |
| Timer Results | | | | EBL | 1 | EBT | WBL | . 1 | WBT | NBL | | NBT | SBL | | SBT |
| Assigned Phas | e | | | 5 | | 2 | | | .6 | | | 8 | | | |
| Case Number | | | | 2.0 | | 4.0 | | | 7.3 | | | 9.0 | | | |
| Phase Duration | S | | | 20.0 | | 55.0 | 1 | 1 | 35.0 | | | 25.0 | | - | |
| Change Period | | 210 | | 5.0 | - | 5.0 | | - | 5.0 | | | 5.0 | | | |
| Max Allow Hea | and a design of the same of the | the second se | | 3.1 | | 0.0 | 1 | | 0.0 | | | 3.2 | | | |
| the second se | | and the state of the second se | | 6.2 | | 0.0 | | | 0.0 | | | 6.3 | | | |
| Queue Clearan | | | - + | | | 0.0 | - | | 0.0 | | | 0.6 | | | |
| Green Extensio | And in case of the local division of the loc | (ge), s | | 0.3 | | 0.0 | | | 0.0 | | | 1.00 | - | | |
| Phase Call Pro | | | | 1.00 | | | | - | | | | 0.00 | | | |
| Max Out Proba | bility | And the second second second | | 0.00 | And in case of the local division of the loc | No. | - | CANADOM ST | ALC: NO | Contraction of | D'ALCONTRA | 0.00 | NALE TRA | CONTRACTOR OF | TRUNK |
| Manual Cri | Day | aulto | المر من ال | Contra and | EB | The state of the | NIST U | WB | 1.07-1-1 | - | NB | a di senara | ALC: NOT | SB | |
| Movement Gro | Concernance of the local division of the loc | suits | | L | T | R | 11 | T | R | L | T | R | L | T | 1 |
| Approach Move | the second s | | | | 2 | n | - | 6 | 16 | 3 | | 18 | | - | + |
| Assigned Move | indo the property in case of the | 1 | | 5 | | | | | | and the second second | | | | | - |
| Adjusted Flow | | and the second s | | 211 | 1018 | | | 482 | 316 | 215 | | 105 | | | + |
| the second se | and the second se | ow Rate (s), veh/h/l | n | 1730 | 1781 | - | | 1781 | 1585 | 1730 | | 1585 | | - | + |
| Queue Service | | Concerning of the local distance in the second seco | | 4.2 | 12.0 | | | 7.8 | 12.4 | 4.0 | | 4.3 | | | |
| the second s | | e Time (gc), s | | 4.2 | 12.0 | 1 | 1 | 7.8 | 12.4 | 4.0 | 1-11 | 4.3 | | | - |
| Green Ratio (g | | | | 0.19 | 0.62 | | | 0.38 | 0.38 | 0.25 | | 0.25 | | | - |
| Capacity (c), | veh/h | 144 4 - | | 649 | 2226 | | | 1335 | 594 | 865 | | 396 | 1 | | - |
| Volume-to-Cap | acity Ra | atio (X) | | 0.325 | 0.457 | | | 0.361 | 0.531 | 0.248 | | 0.266 | | | - |
| Back of Queue | (Q), ft | In (95 th percentile) |) | 76.9 | 179.6 | | | 143.6 | 213.3 | 71.2 | - | 70.4 | | | 1 |
| Back of Queue | (Q), V | eh/In (95 th percent | ile) | 3.0 | 7.1 | | | 5.7 | 8.4 | 2.8 | | 2.8 | | | |
| Queue Storage | Ratio (| (RQ) (95 th percen | tile) | 0.00 | 0.00 | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | |
| Uniform Delay | | and the second se | | 28.1 | 7.9 | | | 18,1 | 19.5 | 24.0 | | 24.1 | | | |
| Incremental De | - | and the second se | | 0.1 | 0.7 | | | 0.8 | 3.4 | 0.1 | | 0.1 | 1.1.1 | | |
| Initial Queue D | And in case of the local division of the loc | and the second se | | 0.0 | 0.0 | | 1 | 0.0 | 0.0 | 0.0 | | 0.0 | 11.11 | | T |
| Control Delay | | | | 28.2 | 8.6 | | 1 | 18.8 | 22.9 | 24.0 | | 24.2 | | | 1 |
| Level of Servic | | | - | C | A | - | | B | C | C | | C | | - | T |
| Approach Dela | | | | 11.9 | the second second | В | 20.4 | | C | 24. | 11 | C | 0.0 | T | - |
| Intersection De | the second second second second | and the second se | | 1.5 | - | and the second second | 6.5 | - | | - Million | - | | B | - | |
| Intersection De | And in case of the second second | | Spire. | I are set of | E Mar | North and | Cr. Acti | Same | 1 | -1-1111-1 | NE STA | and the second | op Silve | 8.5 | 10.00 |
| - 2 million () | and the second second | A ST ST ST AVALUAT | Teller. | 1 alter | EB | and it. | T | WB | 1 | 1 Contraction | NB | Contraction in the | BELT-ME | SB | CP/CZ/ |
| munimodal R | | 11.00 | | 1.9 | And in case of the local division of the loc | В | 2.4 | | в | 2.9 | | C | 3.0 | | С |
| Dodastrias I O | modal Results strian LOS Score / LOS | | | | | | | | | | | | | | ~ |

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| and the second second | 10000 | The second second second | L LOOK | The State | - 10- 11 | 2185.6 | 11-2-2 | 1.1 | 2 and | STATIST. | | \$ 1 M | 157 | Par 3 | 19.61 |
|--|--|--|---|--|--|---------------------|---------|------------------|---------------------------------------|--|-------------------------|-------------------|--------------|--|----------------|
| A HAR BUCK | -fier | | COLONE I | 100 | ating 1 | the contract | 10.98 | lin | tersect | on Info | rmatio | n | 3.4 | د و طعيانيا | 2 N. |
| General Inform | ation | o los la Fastaria | | | | | | - | uration, | | 0.25 | | 11/2 | | |
| Agency | | Solaegui Engineers | | A | | 10 40 | 2017 | ALT PROPERTY AND | on etchinical maritured | alarra di | Other | | 1.30 | | |
| Analyst | | MSH | | | and the second se | Sep 18 | | - and the second | rea Type | | 0.95 | | - | 10 | - |
| Jurisdiction | . and | City of Sparks | | Time P | Contraction of the local division of the loc | and the same of the | ak Hour | | HF | D = - ¹ = -1 | | 0 | 1 | | 1.000 |
| Urban Street | | _ | _ | Analys | is Year | 2035 E Projec | t | | nalysis I | riod | 1> 7:0 | 0 | | <u>ነ</u> ነሰ | |
| Intersection | | Pyramid/Sparks NB | Ramp | File Na | ime | NB35p | w.xus | | | | | | | 1 + + 1 | E.F. |
| Project Descript | tion | | | | | | | - | | and a state of the | _ | | | and the second s | - |
| Phylical and the | 10-250 | ALL REAL | 1. Sur | her and | 2,001 | 211 | | WWW | Sec. 1 | 1 25 | NID | 1000 | 20 172 | SB | |
| Demand Inform | | | | - | EB | | | WB | 1 | - | NB | | | | To |
| Approach Move | ment | | | L | Т | R | L | T | R | L | T | R | L | Т | R |
| Demand (v), v | eh/h | AND DESCRIPTION OF A DE | - | 259 | 748 | 1 | | 663 | 600 | 444 | No. of Concession, Name | 200 | Contract of | | - |
| Signal Informa | tion | 1 10 10 10 | 2000 | and the second | Children and | Constant of the | 10,000 | S.C.T. | Separate Se | O grade the | and all | SECTION OF STREET | No. Constant | | - |
| and the second se | 80.0 | Reference Phase | 2 | 1 | -7 | 4 | | | | 1 | | 1 de | | | |
| Cycle, s | 0 | Reference Point | End | | | | 11 | - | - | - | 1 | 1 | 2 | 3 | _ |
| Offset, s | | Simult. Gap E/W | On | Green | | 30.0 | 20.0 | 0.0 | 0.0 | 0.0 | - | . 4 | 2 | - | 14 |
| Uncoordinated | No | | | Yellow Red | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | | 6 | Y | 1 |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 11.0 | 11.0 | 11.0 | 10.0 | 10.0 | 10.0 | 1227 | THEY'RE | 110-3 | Notes | E HE |
| Timer Results | -17-2 | | 10000 | EBL | | EBT | WBL | | WBT | NBL | | NBT | SBL | | SBT |
| Assigned Phase | 0 | | | 5 | | 2 | | | 6 | | | 8 | | | |
| Case Number | 0 | | | 2.0 | | 4.0 | | | 7.3 | | | 9.0 | | | |
| Phase Duration | | | | 20.0 | | 55.0 | 1 | | 35.0 | | 1 | 25.0 | | | |
| the disk of the other disk of the line of | | 10 | | 5.0 | 1 | 5.0 | - | 1 | 5.0 | - | | 5.0 | - | - | |
| CONTRACTOR OF THE OWNER OWNE | nge Period, (Y+R c), s Allow Headway (MAH), s | | | 3,1 | | 0.0 | | | 0.0 | | | 3.2 | | 1 | |
| and the second s | and the second data in the secon | and the second se | | 7.6 | | 0.0 | | | 0.0 | | - | 11.4 | | | |
| Queue Clearan | | and the second se | | 0.4 | | 0.0 | | - | 0.0 | | | 1.2 | | | |
| Green Extensio | the state of the local division of the local | and a second | | | | 0.0 | | | 0.0 | | | 1.00 | | | |
| Phase Call Pro | | | | 1.00 | | | | - | - | | | 0.06 | | + | |
| Max Out Proba | bility | 100 1000 200 | 1.1011 | 0.01 | Cale Cal | 100/06 | SWIE | A 17 | N. C. | 5.5. W.1 | - Start | 0.00 1 | 1000 | 100 | SW.W. |
| Movement Gro | oup Re | sults | | | EB | | | WB | | | NB | | | SB | |
| Approach Move | | | | L | T | R | L | Т | R | L | T | R | L | Т | B |
| Assigned Move | the second se | | - | 5 | 2 | 1 | | 6 | 16 | 3 | 1 | 18 | | | |
| Adjusted Flow | and the second se | /), veh/h | | 273 | 787 | | | 698 | 500 | 467 | | 211 | | | |
| Conception of the local division of the loca | | ow Rate (s), veh/h/ | 'n | 1730 | 1781 | 1000 | | 1781 | 1585 | 1730 | | 1585 | | | 1 |
| Queue Service | and the second second second | and the second sec | | 5.6 | 8.5 | - | | 12.2 | 23.0 | 9.4 | | 9.2 | 1000 | | 1 |
| A Committee of the second s | | ce Time (g c), s | | 5.6 | 8.5 | 1 | - | 12.2 | 23.0 | 9.4 | | 9.2 | | - | T |
| Green Ratio (g | | 10 mile (9 0 / 0 | | 0.19 | 0.62 | 1 | | 0.38 | 0.38 | 0.25 | | 0.25 | | | T |
| Capacity (c), v | | | | 649 | 2226 | - | | 1335 | | 865 | | 396 | | | T |
| Volume-to-Cap | | atio (X) | | 0.420 | 0.354 | - | | 0.523 | And in case of the local diversion of | 0.540 | | 0.531 | | | T |
| | | t/In (95 th percentile | 1 | 101.8 | of the local division in the local divisione | | - | 218.2 | and state in some of the | 169.5 | | 153.8 | | | 1 |
| | | veh/ln (95 th percentile | | 4.0 | 5.0 | - | | 8.6 | 15.3 | 6.7 | - | 6.1 | | - | 1 |
| and the second se | | (RQ) (95 th percen | and the second se | 0.00 | 0.00 | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | 1 |
| Uniform Delay | A COLUMN TWO IS NOT | the second se | andy | 28.7 | 7.2 | | - | 19,4 | 22.8 | 26.0 | | 25.9 | | | 1 |
| Incremental De | | the same start when the same st | | 0.2 | 0.4 | | | 1.5 | 13.5 | 0.4 | | 0.7 | | | 1- |
| the second se | and the second distance in the second s | a to day the second s | | 0.2 | 0.4 | | | 0.0 | 0.0 | 0.0 | | 0.0 | | | 1 |
| Initial Queue D | and the second | - Arran | | 28.8 | 7.7 | | - | 20.9 | 36.3 | 26.4 | | 26.7 | | | - |
| Control Delay | And in case of the local division of the loc | | | 20.0 C | and the second | | | 20.9 C | D | 20.4 C | - | C | | | + |
| Level of Servic | and the second second | and a set of the set o | | - Contraction of the local division of the l | A | P | 27.3 | - | C | 26.5 | 5 | C | 0.0 | - | - |
| Approach Dela | | | | 13. | 1 | B 2 | 27.0 | | - | 20.0 | <u> </u> | | 0.0 | _ | |
| Intersection De | aay, s/v | en/LOS | TIM | No. To | T. Teste | Constanting of the | | 163.11 | A. 842 | Sad | VC 1 | 123 15:27 | C-EL | 3- Ala | 60 |
| Multimodal Re | sults | this do the source to be | STATISTICS. | Persitas | EB | 41. 1. 44 | 1 | WB | all and a second | 1 | NB | Date | | SB | and the second |
| Pedestrian LO | | LOS | | 1.9 | | В | 2.4 | | В | 3.0 | | C | 3.0 | 1 | С |
| Bicycle LOS S | - | and a subscription of the | | 1.4 | | A | 1.5 | | A | | | F | | | |

| Vite Hart Elle | NOTE ? | 1.2011年三月1日1日 | 12.12 | 机制度 | Press. | C. C. T. | tion R | 時代する | 1944 | 14-4 | | D. R. | 12.00 | 228.21 | 10-1 |
|--|--|--|-------------|--|----------------|--|---------------|--|--------------------|-------------------|-------------------------|--------------|--|-------------------|---|
| General Inform | ation | and the other states of the second | COMPLEX | WALK-WEEK | 0000000 | 0101252 | CHARTER STORE | In | tersect | ion Info | rmatio | n | 1 | 4.4.4.1 | 54 |
| Agency | Contraction of the second | Solaegui Engineers | | | | | | | uration, | | 0.25 | | _ | | |
| Analyst | | MSH | | Analysi | s Date | Sen 18 | 8 2017 | and a sub- | еа Туре | | Other | | فر ۱ | 1915 | |
| | | City of Sparks | | Time P | | And in case of the local division of the loc | ak Hour | | HF | | 0.95 | | 1 | 41 | + |
| Jurisdiction | | City of Sparks | | Analysi | | | | | nalysis F | Period | 1> 7:0 | 0 | | | |
| Urban Street | | | | | | Projec | t + Kiley | | ayora | CHOU | | | | ን ነ ሰ | |
| Intersection | | Pyramid/Sparks NB | Ramp | File Na | me | INB35a | aww.xus | | | | | | 1 | 4 1 4 4 | E.C. |
| Project Descript | tion | THE R. P. LEWIS CO., LANSING MICH. | ALCONO. | CONTRACTION AND AND AND AND AND AND AND AND AND AN | - | substitution of | constraints | Suffrance. | and Control of | COLUMN TWO IS NOT | - | - | SAUCE | SALE OF | 00460 |
| Alt - wal his | L'and l | | NO. NO. | 205033 | CD | 100 | 1 | WB | 1.9.1-10 | arrist and | NB | 1 1 10 | and an inter | SB | No. of Concession, Name |
| Demand Inform | | | | | EB | 1 0 | 1 | T | R | L | T | R | L | T | R |
| Approach Move | | | | L | T | R | L | | 1 | | | | | | |
| Demand (v), v | eh/h | CALL STREET, STREET, STR | CONTRACT OF | 276 | 1007 | and the second | 10000000 | 487 | 315 | 281 | No. of Concession, Name | 100 | STORE OF | 108113 | tion |
| Signal Informa | tion | | All and all | D.S Infth | 185000 | L R | | The Party | Contraction of the | - | allogates. | California | and the second second | CLUMMAN . | - |
| Cycle, s | 80.0 | Reference Phase | 2 | | -21 | 4 | = | | 1 | | | _ | 4 | | |
| Offset, s | 0 | Reference Point | End | | | | 11 | 1 | I HOL | - | 1 | 1 | 2 | 7 | |
| 1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1- | | | On | Green | | 30.0 | 20.0 | 0.0 | 0.0 | 0.0 | - | | 2 | | |
| Uncoordinated | No | Simult, Gap E/W | | Yellow | | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | | | | 1 |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 1.0 | 1.0 | 11.0 | 10.0 | 10.0 | 10.0 | 10000 | 1155 59 | 15 50 1 | -14.0 | TU |
| Timer Results | 2010 | and an and the second | SUL | EBL | Norse: | EBT | WBL | | NBT | NBL | 1 | NBT | SBL | | SBT |
| Assigned Phase | | | | 5 | - | 2 | | - | 6 | | | 8 | | | |
| and the second s | e | | | 2.0 | - | 4.0 | | | 7.3 | | 1 | 9.0 | | - | |
| Case Number | | | | 20.0 | | 55.0 | | in the second se | 35.0 | | - | 25.0 | | | |
| Phase Duration | the state of the s | | | | _ | 2011 | | and the second s | 5.0 | | | 5.0 | | | |
| Change Period | of the other design of the local division of | | | 5.0 | | 5.0 | | | 0.0 | - | | 3.2 | | | |
| Max Allow Head | | and the second se | | 3.1 | | 0.0 | | - | 0.0 | | | 7.6 | | | |
| Queue Clearan | | state of the local division of the local div | | 8.0 | | 0.0 | 1 | | 0.0 | | | 0.8 | | | |
| Green Extensio | | (ge), s | | 0.4 | | 0.0 | | | 0.0 | | | 1.00 | - | | - |
| Phase Call Pro | | | - | 1.00 | _ | | | | | | | | | | |
| Max Out Proba | bility | and the second sec | - | 0.02 | APPLICATION OF | The second | Anna | CISIONE M | NORMAN O | 20100 | No. | 0.00 | O.C. Dering | Contration in the | 10.17 |
| Movement Gro | un Ro | sulto | Salah | - Diale N | EB | 11.204 | 1 | WB | ALC: NO | | NB | 1 | And in case of the local diversion of the local diversion of the local diversion of the local diversion of the | SB | |
| And in case of the local division of the loc | and the second division of the second divisio | Suits | | | Т | R | L | T | R | L | T | R | L | T | F |
| Approach Move | and the second division of | | | 5 | 2 | I N | - | 6 | 16 | 3 | - | 18 | - | | 1 |
| Assigned Move | | | | - marine in the | - | | | | 332 | 296 | | 105 | | | - |
| Adjusted Flow | | | | 291 | 1060 | | | 513 | diversition of | | - | | | | - |
| Construction of the local division of the lo | a state of the sta | ow Rate (s), veh/h/l | n | 1730 | 1781 | | | 1781 | 1585 | 1730 | | 1585 | | | - |
| Queue Service | | and the second design of the s | | 6.0 | 12.7 | | - | 8.4 | 13.2 | 5.6 | | 4.3 | | | + |
| | | ce Time (g c), s | | 6.0 | 12.7 | | - | 8.4 | 13.2 | 5.6 | | 4.3 | | | |
| Green Ratio (g | and the second se | | _ | 0.19 | 0.62 | | - | 0,38 | 0.38 | 0.25 | | 0.25 | | | +- |
| Capacity (c), 1 | | | | 649 | 2226 | - | | 1335 | 594 | 865 | | 396 | | | + |
| Volume-to-Cap | | and the second second distance in the second s | | 0.448 | 0.476 | | | 0.384 | 0.558 | 0.342 | | 0.266 | | | +- |
| | | t/In (95 th percentile) | | 109 | 190.1 | | - | 154.6 | 224.7 | 100.6 | | 70.4 | - | | - |
| | | eh/In (95 th percent | | 4.3 | 7.5 | - | | 6.1 | 8.8 | 4.0 | - | 2.8 | 10-0-0 | | - |
| a design of the second state of the second sta | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | (RQ) (95 th percen | tile) | 0.00 | 0.00 | | - | 0.00 | 0.00 | 0.00 | | 0.00 | | | - |
| Uniform Delay | | And in case of the local division of the loc | | 28.8 | 8.0 | | - | 18,3 | 19.8 | 24.6 | | 24.1 | | | - |
| Incremental De | | | | 0.2 | 0.7 | | - | 0.8 | 3.7 | 0.1 | | 0.1 | | | - |
| And in case of the local division of the loc | tial Queue Delay (d ₃), s/veh | | | 0.0 | 0.0 | | - | 0.0 | 0.0 | 0.0 | | 0.0 | | - | |
| the second s | ontrol Delay (d), s/veh | | | 29.0 | 8.7 | - | - | 19.1 | 23.5 | 24.7 | | 24.2 | | - | - |
| | evel of Service (LOS) | | | C | A | - | 1 | В | C | С | | C | | - | 1 |
| Address of the Party of the Owner, which we do not | pproach Delay, s/veh / LOS | | | 13.1 | | В | 20.8 | 3 | C | 24.6 | 3 | C | 0.0 | | |
| 1.1 | tersection Delay, s/veh / LOS | | | | - | 1 | 7.4 | CRAME OF | - | - | - | ALCON DOLLAR | B | No. of Lot of Lot | Constant of the local division of the local |
| Intersection De | WERE AND THE REAL PROPERTY OF | | | | 9. 1 1 1 T | | AN IN | COLUMN SALES | 1.14 | and the second | We allow | S. 3. 14 | Alf of | AN LOUGH | 115 3 |
| 11241-2-2 | and the | | and a state | 1 | - | | | 1.0.200 | | | B.105 | | | | |
| Multimodal Re Pedestrian LO | | | | 1.9 | EB | В | 2.4 | WB | в | 2.9 | NB | c | 3.0 | SB | С |

HCS719 Streets Version 7,3

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| 1 | 王的南 | STATES A TO SALA | 1 1 P | The Party of | 17 814 | 5-1-1-1 | 12 | Puls | The All | 17 4 Th | 1 - 10 | 1. 1.1-1 | Sain la | The | 1-20 |
|--|--|--|--------------|--|----------------|---------------|-------------|--|---------------|---|-----------|---------------------------------------|----------|------------|-------|
| General Inform | ation | and the second sec | and a summer | 11 - 11 - 11 | and the second | Conversion of | | In | tersecti | on Info | rmatio | n | 1. | 4 de 4 4 4 | 1. |
| Agency | actori | Solaegui Engineers | | | | | | D | uration, | h | 0.25 | | - | | 15 |
| Analyst | | MSH | | Analys | is Date | Sen 1 | 8, 2017 | | rea Type | the second second | Other | | | | |
| Jurisdiction | | City of Sparks | | Time P | 11 - 1 - 1 - 1 | - | ak Hour | | HF | | 0.95 | | * | | TE + |
| Urban Street | | City of Oparks | | Analys | | | Base + | - | nalysis F | Period | 1> 7:0 | 00 | | | 20 |
| | _ | | | | | Projec | t + Kiley | | | | | | <u> </u> | 110 | |
| Intersection | | Pyramid/Sparks NB | Ramp | File Na | me | NB35 | ww.xus | _ | | | | | 1. | 4144 | 1.1 |
| Project Descript | tion | | - | | - | - | mani penera | and the second | COLOR STREET, | and the second se | en ém la | - | - | - | |
| 2 5 5 15 6 | - AND | | sull. | REAM | 19 101 | Va. C | Million C | 14/17 | - 1 - L-L- | 1 | NID | AVE THE | | SB | 1235 |
| Demand Inform | | | | | EB | - | - | WB | 1 - | | NB | 1.0 | | - | 1 0 |
| Approach Move | | | | L | T | R | L | T | R | L | T | R | L | Т | F |
| Demand (v), v | eh/h | Contraction of the local division of the loc | | 383 | 789 | 1 | | 693 | 615 | 568 | - | 200 | _ | - | - |
| 10 9 G. (*) | 「アデリ | Charles Contraction | 2.33 | 1252 | 4510 | 20-20 | 1-1-1-5 | 1 | - S - 1 | 11 242 15 | 300000 | C C C C C C C C C C C C C C C C C C C | Sugar | 1 carp | - |
| Signal Informa | the state of the s | 1 | - | | 71 | 4 | = | 1 | | | | | | 1.2.1 | |
| Cycle, s | 80.0 | Reference Phase | 2 | 1 | + | + | SP | 2 | | | | | + . | 2 | |
| Offsel, s | 0 | Reference Point | End | Green | | 30.0 | 20.0 | 0.0 | 0.0 | 0.0 | | . 10 | 5 | | |
| Uncoordinated | No | Simult. Gap E/W | On | Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | | 221 | 1 | K |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 1.0 | 1.0 | 1.0 | 10.0 | 0.0 | 0.0 | CONST. | 3 | 9 | 7 | 1000 |
| and the start of | H Paul | | 111.24 | 20.2.21 | 1 - 5 | 1.8.3 | (Nation | | 10,24 | a think | S. P. | Accent to | | Saught | 250 |
| Timer Results | | | | EBL | | EBT | WBL | - 1 | WBT | NBL | - | NBT | SBL | | SBT |
| Assigned Phase | e | | | 5 | | 2 | | - | 6 | | _ | 8 | | | |
| Case Number | | | | 2.0 | 1.11.1 | 4.0 | | | 7.3 | | | 9.0 | | | |
| Phase Duration | , S | | | 20.0 | | 55.0 | | | 35.0 | _ | | 25.0 | | | |
| Change Period | (Y+R | c), S | | 5.0 | | 5.0 | | | 5.0 | | | 5.0 | | | |
| Max Allow Head | | Conception of the local division of the loca | | 3.1 | | 0.0 | | | 0.0 | | | 3.2 | | | |
| Queue Clearan | the second se | the second se | | 10.6 | | | 1 | | | | | 14.5 | | | |
| Green Extensio | | the distance of some successive statements in a successive statement | | 0.5 | | 0.0 | | | 0.0 | | | 1.2 | | | |
| Phase Call Pro | | | | 1.00 | | | - | | | | | 1.00 | | | |
| Max Out Proba | | | | 0.36 | | | | | | | - | 0.37 | | | |
| Max Out, 1100a | Dinty | 11. TEAL & CART | V.C. | Tank Cost in | Services | 1557530 | Transa and | ALC: NO | 11 200 | the los N | ALC: NO | 10.020 | 18.20 | all for | ALES! |
| Movement Gro | oup Re | sults | incolous and | 1 | EB | | 1 | WB | | | NB | | | SB | |
| Approach Move | Section approximate | | | L | T | R | L | Т | R | L | Т | R | L | Т | F |
| Assigned Move | and the second se | | | 5 | 2 | 1 | 1 | 6 | 16 | 3 | | 18 | | | |
| Adjusted Flow | | () veh/h | | 403 | 831 | - | 1 | 729 | 516 | 598 | | 211 | | - | 1 |
| | and the second second | ow Rate (s), veh/h/ | In | 1730 | 1781 | | 1 | 1781 | 1585 | 1730 | | 1585 | | | T |
| Queue Service | | the second se | | 8.6 | 9.1 | | 1-1 | 12.9 | 24.1 | 12.5 | | 9.2 | | | 1 |
| and the second s | | ce Time (gc), s | | 8.6 | 9.1 | | | 12.9 | 24.1 | 12.5 | | 9.2 | | | T |
| | | Se mile (9 c), s | | 0.19 | 0.62 | | 1 | 0.38 | 0.38 | 0.25 | | 0.25 | | - | + |
| Green Ratio (g | | | | 649 | 2226 | - | | 1335 | 594 | 865 | | 396 | | - | 1 |
| Capacity (c), | And in case of the local division of the loc | atio (X) | | 0.622 | 0.373 | | - | 0.546 | 0.868 | 0.691 | | 0.531 | | | 1 |
| Volume-to-Cap | and the second | | \ | - Contraction of the second se | 136 | - | 1 | 228.2 | 412.3 | 224.6 | - | 153.8 | | | + |
| | | VIn (95 th percentile | | 161.3 | | - | - | and the second division of the second divisio | 16.2 | 8.8 | | 6.1 | | | - |
| and the second se | | eh/ln (95 th percent | | 6.4 | 5.4 | | - | 9.0 | | 0.00 | | 0.00 | | - | +- |
| second as pre- | And in the Owner, where the Party name | (RQ) (95 th percen | ule) | 0.00 | 0.00 | | | 0.00 | 0.00 | | | 25.9 | | | - |
| Uniform Delay | the state of the s | the second se | | 29.9 | 7.3 | | - | 19.7 | 23.2 | 27.2 | | | | | +- |
| Incremental De | COLUMN TWO IS NOT THE | And and a second s | | 1.4 | 0,5 | - | | 1.6 | 15.7 | 2.0 | | 0.7 | | | - |
| for some other than the first state of the local data and the second state of the second state of the local data and the second state of the local data and the second state of | tial Queue Delay (d 3), s/veh | | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 | | | |
| Control Delay (| and the second division of the second divisio | And a state of the | _ | 31.3 | 7.8 | | | 21.3 | 38.9 | 29.2 | | 26.7 | | | - |
| and the second se | evel of Service (LOS) | | | C | A | 1 | | C | D | C | | C | | | |
| Approach Delay, s/veh / LOS | | | | 15. | 5 | B | 28.0 | 5 | C | 28.5 | | C | 0.0 | | |
| Intersection De | elay, s/v | eh / LOS | - | 1 | | 2 | 3.6 | - | 1.12 | - | Van or a | (| 0 | | Poet |
| | | | | | 0.0 | | 1 42 | Contraction of the | 加強に | FA SE | The spin- | 2.411 | 344 | 12/10 | 10725 |
| Multimodal Pe | Iltimodal Results | | | | EB | | - | WB | | 3.0 | NB | С | 3.0 | SB | C |
| And the owner of the owner where the owner whe | destrian LOS Score / LOS | | | | | В | 2.4 | | В | | | | | | 0 |

HCS7TM Streets Version 7.3

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| SAME AND A STATE | No. Low | | Contractor | 21.223 | 10500 | ersect | 1000 100 | 76.97 | 11 | 100 | - 49 | Nor Chilling | Starry . | Sold States | 2200 | TT L |
|--|--|--|--|--|--------------|----------------|--------------|-------|--------|--------------|----------------|--------------|---------------|--------------------|--------|--------|
| General Inform | ation | and the subscription | The second | 21 | and a M | for the second | No. 2010 Sec | 1 | Inter | sectio | on Info | rmation | 1 | 1 1. | 4 | 1.14 |
| and the second se | the second s | Solaegui Engineers | | | | | - | - | | tion, h | | 0.25 | | | 111 | - |
| Agency | successive section. | MSH | | Analys | e Date | Sep 18 | 3 2017 | | | Туре | | Other | | 1 | | |
| Analyst | | City of Sparks | - | Time P | | | ak Hou | | PHF | 1360 | | 0.95 | | | . die | |
| Jurisdiction | | City of Sparks | | and the second s | | 2035 E | | | | ysis P | eriod | 1> 7:00 | 0 | | | |
| Urban Street | | Pyramid/Sparks SB | Domo | File Na | | SB35a | | - 1. | nitali | y 010 1 | chida | 11-1.0 | | | 1016 | |
| Intersection | Rate | Pyramid/Sparks SB | Ramp | I File Na | me | 00000 | A.AUS | | 1 | COLUMN TRAVE | | | | | 4144 | 20 |
| Project Descrip | tion | THE REAL PROPERTY OF | Attent | 10000 | 90 E 108 | 0.000 | THURSDAY & | Te la | STY. | SAN | 127 | 10230101 | PERSIA | and states | 1264 | · |
| Demand Inform | nation | | COLUMN STREET | 1 | EB | COLD IN STREET | T | WE | 3 | | Los Carros | NB | | Contraction of the | SB | |
| Approach Move | | | | L | T | R | L | T | T | R | L | T | R | L | T | R |
| Demand (v), v | | | | | 300 | 100 | 250 | 250 | 0 | - | | | 1 | 600 | | 100 |
| Demand (V), V | Chin | and Constant and | 1000 | . Turn to | | 100 | A RAZE | SUNE! | P-S | 505 | STA | 行行の方向の | in the second | 1 Transit | Curris | OF ST |
| Signal Informa | tion | The state of the strength of the strength | | - | | 1 | 175 | 1 | | _ | | | | | | 1 |
| Cycle, s | 80.0 | Reference Phase | 2 | 1 | 2 | | | | | | | - | - | + | | K X |
| Offset, s | 0 | Reference Point | End | Green | 15.0 | 30.0 | 20.0 | 0.0 | - | 0.0 | 0.0 | - | 1 | | 3 | |
| Uncoordinated | No | Simult. Gap E/W | On | Yellow | | 4.0 | 4.0 | 0.0 | | 0.0 | 0.0 | - | | | | |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 1.0 | 1.0 | 11.0 | 10.0 | | 0.0 | 0.0 | | 5 | 4 | + | |
| Constant and | El ante | THE STREET | 15-15 | 22000 | A BAS | 16314 | Charles !! | 142 | No. C | 132 | and the second | 126. | 12° | 1.2.14 | 2.3 | - 1963 |
| Timer Results | and the second se | | | EBL | . 1 | EBT | WBI | . | WB | T | NBL | . 1 | VBT | SBL | | SBT |
| Assigned Phas | e | | | 1 | | 2 | 1 | | 6 | | | | | 1 | | 4 |
| Case Number | - | | | | | 7.3 | 2.0 | | 4.0 | | | | | 1 | | 9.0 |
| Phase Duration | 1. 5 | | | 1 | | 35.0 | 20.0 | | 55.0 | 0 | | | | | | 25.0 |
| and the second se | ange Period, (Y+R c), s | | | | | 5.0 | 5.0 | | 5.0 | | | | | 1 | | 5.0 |
| provide and the second s | ax Allow Headway (MAH), s | | | | | 0.0 | 3.1 | | 0.0 |) | | 1 | | T | | 3.2 |
| Queue Clearan | | | | 1 | | | 7.4 | | | | | 1.1 | | | | 15.4 |
| Green Extensio | and the second se | | | | | 0.0 | 0.4 | | 0.0 | | | - | | 1 | | 1.0 |
| Phase Call Pro | | 13-11- | | | | | 1.00 |) | - | | | | | 1 | | 1.00 |
| Max Out Proba | and the second se | | | | | | 0.01 | | | | | 1 | | 1 | | 0.50 |
| max out 1000 | and the second diversion of th | Warp and L S. | E PL CAPIN | (Derecht | distantia in | 1 THE | - TOPE | 5-110 | and I | Since | and the | Enter | 1.1 | | Refer | 一些使用 |
| Movement Gro | oup Res | sults | | 1 | EB | | 0 | WB | k. | | | NB | | 1 | SB | |
| Approach Mov | ement | | | L | T | R | L | Т | | R | L | Т | R | L | Т | R |
| Assigned Move | ement | | | 1 | 2 | 12 | 1 | 6 | | | | | | 7 | | 14 |
| Adjusted Flow | Rate (v | /), veh/h | | 1 | 316 | 105 | 263 | 263 | | | | | | 632 | | 105 |
| Adjusted Satur | ation Fl | ow Rate (s), veh/h/ | 'In | | 1781 | 1585 | 1730 | 178 | 1 | | | | | 1730 | | 1585 |
| Queue Service | Time (| g s), S | | | 4.9 | 3.6 | 5.4 | 2.4 | 1 | 1 | | | | 13.4 | | 4.3 |
| Cycle Queue C | learanc | e Time (gc), s | | 1 | 4.9 | 3.6 | 5.4 | 2.4 | | | 1 | | | 13.4 | _ | 4.3 |
| Green Ratio (| | and a second design of the second | | 1 | 0.38 | 0.38 | 0,19 | 0.62 | 2 | | | | 1 | 0.25 | | 0.25 |
| Capacity (c). | the same of the | | | | 1335 | 594 | 649 | 2226 | 3 | 1 | | | 2 | 865 | | 396 |
| Volume-to-Cap | | atio(X) | | | 0.236 | 0.177 | 0.406 | 0.11 | 8 | 1 | | | 1 | 0.730 | | 0.26 |
| | | l/In (95 th percentile |) | | 88.8 | 60.4 | 97.9 | 35.5 | 5 | | | | | 239.5 | | 70.4 |
| | and the second designed to the second designed as the second designe | eh/In (95 th percent | | 1 | 3.5 | 2.4 | 3.9 | 1.4 | - | | | | | 9.4 | | 2.8 |
| the second s | | (RQ) (95 th percen | and a state of the | | 0.00 | 0.00 | 0.00 | 0.00 |) | | | | 0 | 0.00 | | 0.00 |
| Uniform Delay | | No. of the local division of the local divis | | 1 | 17.1 | 16.7 | 28.6 | 6.1 | | | | | | 27.5 | | 24.1 |
| The second s | cremental Delay (d z), s/veh | | | | 0.4 | 0.7 | 0.2 | 0.1 | | | | | _ | 2.8 | | 0.1 |
| the reaction of the second sec | iitial Queue Delay (d ₃), s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | | 1 | 2.23 | | | 0.0 | | 0.0 |
| NAMES OF TAXABLE PARTY. | ontrol Delay (d), s/veh | | | | 17.6 | 17.4 | 28.7 | 6.2 | T | | | | | 30.3 | | 24.2 |
| Level of Servic | the second s | the second se | | | В | B | C | A | 1 | | | | | C | | C |
| Approach Dela | | the second s | | 17. | 5 | В | 17. | 5 | В | | 0.0 | | | 29.4 | | С |
| Intersection De | - | and the second se | | | | | 2.7 | | | | | | | С | | |
| Salar Sear Se | 2/4/1- | | The state | S. T. do A | 1-213 | 1. | | No. | 1.00 | HT N | -15 | 1.5 | A COL | 2. 2.4 | ala u | 而此上 |
| Multimodal Re | ultimodal Results | | | | EB | | | WE | 3 | | | NB | - | 1 | SB | |
| Pedestrian LO | S Score | LOS | | 2.4 | | В | 1.9 | | В | | 3.0 | | С | 2,9 | | С |
| Bicycle LOS S | core / L | OS | | 0.8 | | A | 0.9 | | A | | | | | | | F |

HCS718 Streets Version 7.3

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| THE OF DEAL | 1000 A | | and the second | A DIAL | SEM03 | The US | Sec. 20 | 3. 5 | s Sum | STATIST'S | 100.5 | N.C. | 1. 22. 7 | 5 20 | 10-15 |
|---|--|--|---|--|--|---|---|---|------------|-----------|---------------|--------|---|--------|---|
| General Inform | nation | in the second | 2-11-6-24 | 1. | 1000 | STREAM | 1.70.00 | lir | ntersecti | on Info | ormatio | n | 2. | itt | ÷1. |
| and the second second | nation | Solaegui Engineers | | | | | | | uration, | | 0.25 | | | 111 | |
| Agency | | MSH | | Analys | is Date | Sep 18 | 2017 | | rea Type | | Other | | * | | |
| Analyst Jurisdiction | | City of Sparks | | Time P | | the second second | ak Hou | and the second second | HF | | 0.95 | | | - nfi | + |
| | - | City of Sparks | | Concession in the local diversion of the loca | is Year | | | | nalysis I | Period | 1> 7:0 | 0 | 1.7 | | 1 |
| Urban Street | | Durantid/Charles CD | Domo | File Na | | SB35p | and the second se | 17 | analysis i | anou | 11. 1.0 | | | 10 | 12- |
| Intersection | lion | Pyramid/Sparks SB | Ramp | File Na | me | lapaab | X.XU5 | | | | | | | 144 | 1.1 |
| Project Descrip | JUON | A STATE STATE | 1. The second | Station St | 1. 19 | 17 2.0 | 2-10 | 1500 | A STATE | anne | 6.000 | 31101 | 1017930 | 1233 | 1.19 |
| Demand Infor | mation | A REAL PROPERTY AND | | 1 | EB | Collecto | 1 | WB | | | NB | | | SB | |
| Approach Mov | ement | | | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (v), | veh/h | | | | 350 | 100 | 300 | 350 | | 1 | 1 | 1 | 500 | - | 110 |
| all and a stand int | Till and | 的复数形式 加速器 | A.M. | - 1 - 1 - | in the | 1100 | ALC: NO. | APRIL . | | so lire | in the second | 12.5 | Sandal | 14.20 | 1-tea |
| Signal Inform | 1 | | | 1 | 1 | + | 2 3 | | | | | - | - | - 1 | 2 |
| Cycle, s | 70.0 | Reference Phase | 2 | | K | R | | 1 | | | | 1 | 4 | 5 | |
| Offset, s | Ö | Reference Point | End | Green | 15.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | | | | | - |
| Uncoordinated | | Simult. Gap E/W | On | Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | | | 1 | |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1 | 1 | 6 | 1 | |
| ALL STATES | Service W | at Recharge and | La King | E EDI | 1.7080 | COT | WBI | 9.92 | WBT | NBL | - | NBT | SBL | | SBT |
| Timer Results | | | | EBL | - | EBT 2 | 1 | - | 6 | INDI | - | NDT | ODL | - | 4 |
| Assigned Phas | se | | | - | | 7.3 | 2.0 | | 4.0 | | | | 1 | | 9.0 |
| Case Number | | · · · · · · · · · · · · · · · · · · · | | | | 25.0 | 20.0 | | 45.0 | | - | | | | 25.0 |
| Phase Duratio | ange Period, (Y+R c), s | | | | _ | 5.0 | 5.0 | | 5.0 | | | | | | 5.0 |
| | | | | | | 0.0 | 3.1 | | 0.0 | | | | | - | 3.2 |
| | x Allow Headway (<i>MAH</i>), s leue Clearance Time (<i>g</i> s), s | | | | | 0.0 | 7.5 | | 0.0 | | | | | | 11.0 |
| | | and the second design of the s | | | | 0.0 | 0.5 | | 0.0 | | | | | | 1.2 |
| Green Extensi | | (ge), S | | - | | 0.0 | 1.00 | | 0.0 | | | | 1 | + | 1.00 |
| Phase Call Pro | | | | | | | 0.02 | of the local division of | | | | | 1 | 1- | 0.04 |
| Max Out Proba | ability | | Driver | CERTIFICATION AND | STREET, | C.Lawrence | 0.02 | | 12.82.114 | 22 | STORE N | 1701 9 | AND THEY | 12 - 1 | 1.01 |
| Movement Gr | oup Res | sults | - Louis a | 1 | EB | LINE MADE | | WB | | | NB | | T | SB | |
| Approach Mov | | 3.00.0 | | L | T | R | L | T | R | L | T | R | L | Т | R |
| Assigned Mov | | | | 1 | 2 | 12 | 1 | 6 | | 1 | | | 7 | - | 14 |
| Adjusted Flow | and the second se |), veh/h | | 1 | 368 | 105 | 316 | 368 | | | | | 526 | | 116 |
| | | ow Rate (s), veh/h/ | /In | 1 | 1781 | 1585 | 1730 | 1781 | | | | | 1730 | | 1585 |
| Queue Service | | and the second provide the secon | | 1 | 5.8 | 3.6 | 5.5 | 3.5 | | | | | 9.0 | | 3.9 |
| the second se | | e Time (gc), s | | 1 | 5.8 | 3.6 | 5.5 | 3.5 | | | | | 9.0 | | 3.9 |
| Green Ratio (| | | | | 0.29 | 0.29 | 0.21 | 0.57 | | 1 | | | 0.29 | | 0.29 |
| Capacity (c), | | | | 1 | 1017 | 453 | 741 | 2035 | 1 | | | | 988 | | 453 |
| Capacity (C), | | | | | 0.362 | 0.232 | 0.426 | 0.181 | | 1 | | | 0.533 | | 0.25 |
| Volume-to-Caj | pacity Ra | | | | | A DESCRIPTION OF | | 51.4 | 1 | | | | 154.6 | | 62.1 |
| Volume-to-Ca | COMPACT. OF LOT | //n (95 th percentile |) | - | 107.5 | 62.4 | 97.3 | 1 0 1 4 | 1 | | | | 0.4 | | 2.4 |
| Volume-to-Cap Back of Queue | e (Q), ft | and the second se | | - | 107.5 4.2 | 62.4 2.5 | 97.3 3.8 | 2.0 | 1 | | | | 6.1 | - | |
| Volume-to-Cap Back of Queue Back of Queue | e (Q), ff e (Q), v | i/In (95 th percentile | tile) | | | | | | | | | | 0.00 | | - |
| Volume-to-Cap Back of Queue Back of Queue | e (Q), ft e (Q), v e Ratio (| /In (95 th percentile eh/In (95 th percent (RQ) (95 th percent | tile) | | 4.2 | 2.5 | 3.8 | 2.0 | | | | | | | 0.00 |
| Volume-to-Cap Back of Queue Back of Queue Queue Storag | e (Q), ft e (Q), v e Ratio (r (d1), s | /In (95 th percentile eh/In (95 th percent (<i>RQ</i>) (95 th percent (<i>RQ</i>) | tile) | | 4.2 0.00 | 2.5 0.00 | 3.8 0.00 | 2.0 | | | | | 0.00 | | 0.00 |
| Volume-to-Caj Back of Queue Back of Queue Queue Storag Uniform Delay | e (Q), ff e (Q), v e Ratio ((d1), s elay (d) | //n (95 th percentile eh/in (95 th percent (RQ) (95 th percent s/veh 2), s/veh | tile) | | 4.2 0.00 19.9 | 2.5 0.00 19.1 | 3.8 0.00 23.8 | 2.0 0.00 7.2 | | | | | 0.00 21.1 0.3 0.0 | | 0.00 19.3 0.1 0.0 |
| Volume-to-Ca Back of Queue Back of Queue Queue Storag Uniform Delay Incremental D | e (Q), ff e (Q), v e Ratio ((d1), s elay (d Delay (d | /In (95 th percentile eh/In (95 th percent (RQ) (95 th percent s/veh 2), s/veh 3), s/veh | tile) | | 4.2 0.00 19.9 1.0 | 2.5 0.00 19.1 1.2 | 3.8 0.00 23.8 0.1 | 2.0 0.00 7.2 0.2 | | | | | 0.00 21.1 0.3 0.0 21.4 | | 0.00 19.3 0.1 0.0 19.4 |
| Volume-to-Caj Back of Queue Back of Queue Queue Storag Uniform Delay Incremental D Initial Queue D | e (Q), ff e (Q), v e Ratio ((d1), s elay (d Delay (d (d), s/v | /In (95 th percentile eh/In (95 th percent <i>RQ</i>) (95 th percent s/veh 2), s/veh 3), s/veh eh | tile) | | 4.2 0.00 19.9 1.0 0.0 | 2.5 0.00 19.1 1.2 0.0 | 3.8 0.00 23.8 0.1 0.0 | 2.0 0.00 7.2 0.2 0.0 | | | | | 0.00 21.1 0.3 0.0 21.4 C | | 0.00 19.3 0.1 0.0 19.4 B |
| Volume-to-Caj Back of Queue Back of Queue Queue Storag Uniform Delay Incremental D Initial Queue D Control Delay | e(Q), ff e(Q), v $e Ratio((d_1), selay(d_2)Oelay(d_3), s/vce(LOS)$ | /In (95 th percentile eh/In (95 th percent <i>RQ</i>) (95 th percent s/veh 2), s/veh 3), s/veh eh | tile) | 20.8 | 4.2 0.00 19.9 1.0 0.0 20.9 C | 2.5 0.00 19.1 1.2 0.0 20.3 | 3.8 0.00 23.8 0.1 0.0 23.9 | 2.0 0.00 7.2 0.2 0.0 7.4 A | B | 0.0 | | | 0.00 21.1 0.3 0.0 21.4 C 21.0 | 1 | 0.00 19.3 0.1 0.0 19.4 |
| Volume-to-Caj Back of Queue Back of Queue Queue Storag Uniform Delay Incremental D Initial Queue I Control Delay Level of Service | e (Q), ff e (Q), v e Ratio ($e (d_1), s$ $e lay (d_2)$ $O e lay (d_3), s/v$ C e (LOS) ay, s/veh | //n (95 th percentile eh/in (95 th percent (RQ) (95 th percent /veh 2), s/veh 3), s/veh eh) 1 / LOS | tile) | 20.8 | 4.2 0.00 19.9 1.0 0.0 20.9 C | 2.5 0.00 19.1 1.2 0.0 20.3 C C | 3.8 0.00 23.8 0.1 0.0 23.9 C | 2.0 0.00 7.2 0.2 0.0 7.4 A | B | 0.0 | | | 0.00 21.1 0.3 0.0 21.4 C | 1 | 0.00 19.3 0.1 0.0 19.4 B |
| Volume-to-Caj Back of Queue Back of Queue Queue Storag Uniform Delay Incremental D Initial Queue D Control Delay Level of Servic Approach Dela Intersection D | e (Q), ff e (Q), v e Ratio ($r (d 1), se lay (d 2)Oelay (d 3)Oelay (d 3)r (d 3), s/vr (LOS)ay, s/vehe lay, s/veh$ | //n (95 th percentile eh/in (95 th percent (RQ) (95 th percent /veh 2), s/veh 3), s/veh eh) 1 / LOS | tile) | 20.8 | 4.2 0.00 19.9 1.0 20.9 C 3 | 2.5 0.00 19.1 1.2 0.0 20.3 C C | 3.8 0.00 23.8 0.1 0.0 23.9 C 15.0 | 2.0 0.00 7.2 0.2 0.0 7.4 A 0 | B | 0.0 | 5-27 | | 0.00 21.1 0.3 0.0 21.4 C 21.0 | 12 | 0.00 19.3 0.1 0.0 19.4 B |
| Volume-to-Caj Back of Queue Back of Queue Queue Storag Uniform Delay Incremental D Initial Queue D Control Delay Level of Servic Approach Dela | e (Q), ff e (Q), v e Ratio (Q), v e R | /In (95 th percentile eh/In (95 th percent <i>RQ</i>) (95 th percent s/veh 2), s/veh 3), s/veh eh) 1 / LOS eh / LOS | tile) | 20.8 | 4.2 0.00 19.9 1.0 20.9 C 3 EB | 2.5 0.00 19.1 1.2 0.0 20.3 C C | 3.8 0.00 23.8 0.1 0.0 23.9 C 15.0 | 2.0 0.00 7.2 0.2 0.0 7.4 A 0 | B | 0.0 | NB | C | 0.00 21.1 0.3 0.0 21.4 C 21.0 | SB | 0.00 19.3 0.1 0.0 19.4 B |

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| Agency | | Solaegui Engineers | | Analus | in Data | 0 40 | 0.047 | - | COLUMN SAFETY & SHOW NO | 11)-11-11-1 | - | | | | |
| Analyst | | MSH | | 1 | and international states | | A Design of the second second | The second second second | Area Ty | be | Other | | | 1 | 1 |
| Jurisdiction | | City of Sparks | | Time F | | | ak Hou | | PHF | | 0.95 | | -45 | | 5 |
| Urban Street | | | | | is Year | 2035 E Projec | | 1 | Analysis | Period | 1> 7:0 | 00 | Š. | | |
| Intersection | | Pyramid/Sparks SB | Ramp | File Na | ame | SB35a | w.xus | | | | | | 32 | 1144 | · · · · |
| Project Descrip | tion | | | | | | | - | | | - | - | 1. | - | |
| | 1-01× 6 | | New Y | 1 California | A BALLAN | 12 3 1/20 | and the second | Ret | 1.562 | | 11-11 | 2911 2 | in the second | 50 | 1 |
| Demand Inform | nation | | | 1 | EB | | | WE | | | NB | | | SB | |
| Approach Move | ement | | | L | T | R | L | Т | R | L | T | R | L | T | R |
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| the burner of the | | ·王二百万百 1000 | 112 | The state | in the | 2 21/2 70 | - | An hi | Sample . | 1 States | Grand . | 545 | to Mars | 1 | and the second second |
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| Cycle, s | 80.0 | Reference Phase | 2 | | 1 | = | 1 | | | | K | | ♦. | | |
| Offset, s | 0 | Reference Point | End | Green | 15.0 | 30.0 | 20.0 | 0.0 | 0.0 | 0.0 | | - | | | |
| Uncoordinated | No | Simult. Gap E/W | On | Yellow | | 4.0 | 4.0 | 0.0 | 0.0 | | | | | | |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 11.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1 | 9 | 6 | 7 | - |
| A. Mathelian | 151.70 | | 南江 | 10 | 517/1 | (12) | -1-14 | TRE | 1996 3 | Sale and | S average | N. A.D. | RAIN. | 5-1 E | 1 11 |
| Timer Results | Concentry of | and an and the second second | and the second second | EBL | - | EBT | WB | | WBT | NBI | - 1 | NBT | SBL | | SBT |
| Assigned Phas | e | | | 1 | - | 2 | 1 | | 6 | - | | | Î | 1 | 4 |
| Case Number | | | | 1 | | 7.3 | 2.0 | | 4.0 | | | | 1 | | 9.0 |
| Phase Duration | e e | | | 1 | | 35.0 | 20.0 | _ | 55.0 | 1 | | | 1 | | 25.0 |
| | - | 10 | - | 1 | _ | 5.0 | 5.0 | | 5.0 | 1 | | | 1 | | 5.0 |
| the second s | ange Period, (Y+R c), s ax Allow Headway (MAH), s | | | - | | | 3.1 | | 0.0 | - | | | | - | 3.2 |
| and the second s | | and all a static beautions of the second sec | | | | 0.0 | | | 0.0 | | _ | | | - | 15.4 |
| Queue Clearan | | and the second se | | | | | 7.4 | | 0.0 | | | | | | 1.0 |
| Green Extensio | | | | - | | 0.0 | 0.4 | | 0.0 | | | | | - | and the second second |
| Phase Call Pro | the set of the local data | | | | | | 1.00 | _ | | 1 | | - | | _ | 1.00 |
| Max Out Proba | bility | | - | 1 | | | 0.01 | | MAN-D-TUNE | - | - Inverte | SCHEME IN | - | - | 0.52 |
| | 1 10 13 | | 10.5 - 1 | Canal and | 11 11 11 | LON YOUR | And the state | 14.00 | 1257 127 | 1. Sectores | NIC | 1.00 | 1 contraction | SB | 1000 |
| Movement Gro | | sults | | | EB | - | | WB | In | | NB | L m | 1.1 | T | |
| Approach Move | | | | L | T | R | L | T | R | L | T | R | L | | R 14 |
| Assigned Move | | | | | 2 | 12 | 1 | 6 | 1 | - | | | 7 | | |
| Adjusted Flow | | | | - | 597 | 422 | 263 | 434 | | - | | | 632 | | 142 |
| and some statements are a string as which it is not stored. | Contraction of the local division of the loc | ow Rate (s), veh/h/l | n | - | 1781 | 1585 | 1730 | 1781 | - | | | | 1730 | | 158 |
| Queue Service | | and the second se | | | 10.1 | 18.1 | 5.4 | 4.2 | 1 | 1 | | | 13.4 | | 5.9 |
| Cycle Queue C | learanc | æ Time (g ₀), s | | 1 | 10.1 | 18.1 | 5.4 | 4.2 | | | - | | 13.4 | | 5.9 |
| Green Ratio (g | 1/C) | | | 1 | 0.38 | 0.38 | 0.19 | 0.62 | | 1 | | | 0.25 | | 0.28 |
| Capacity (c), | veh/h | | | | 1335 | 594 | 649 | 2226 | 5 | | | - | 865 | - | 396 |
| Volume-to-Cap | acity Ra | atio (X) | | 1 | 0.447 | 0.710 | 0.406 | 0.19 | 5 | | | | 0.730 | | 0.35 |
| | the second s | In (95 th percentile) |) | | 185.8 | 299.7 | 97.9 | 61.7 | | | | | 239.5 | | 97.8 |
| the second se | COLUMN TWO IS NOT | eh/In (95 th percent | | 1 | 7.3 | 11.8 | 3.9 | 2.4 | | | | | 9.4 | | 3.8 |
| in the second se | | (RQ) (95 th percen | | 1 | 0.00 | 0.00 | 0.00 | 0.00 | _ | 1 | | | 0.00 | | 0.00 |
| Uniform Delay | | the second s | | 1 | 18.8 | 21.3 | 28.6 | 6.4 | and the second second | 1 | | 1 | 27.5 | | 24.7 |
| the second se | A CONTRACTOR OF A CONTRACTOR O | the Rest of the Party of the Pa | | - | 1.1 | 7.0 | 0.2 | 0.2 | - | 1 | - | 1 | 2.8 | | 0.2 |
| the second s | icremental Delay (d ₂), s/veh | | | 1- | 0.0 | 0.0 | 0.0 | 0.0 | - | - | | - | 0.0 | | 0.0 |
| the second se | itial Queue Delay (d 3), s/veh | | | 1- | 19.9 | | 28.7 | 6.6 | - | | | | 30.3 | | 24.9 |
| In case of the local division of the local d | ontrol Delay (d), s/veh | | | | | 28,3 | 28.7 C | 6.6 A | - | | | - | 00.3 C | | C |
| and the second se | evel of Service (LOS) | | | 00 | B | C | 0 | And the second | D | 0.0 | | | - Contractor | | c |
| the subscription of the second second | Approach Delay, s/veh / LOS | | | 23. | 4 | C | 15.0 | | В | 0.0 | 1. | | 29.3 | | U |
| Intersection De | ay, s/v | en/LOS | No mile | - | The local day | 22 | 2.9 | Name of | -0.12 -= | S INCOME | Children th | 1 EXCH | C | 1000 | 1100 M |
| the second se | | | | and and | 1300 | N. W. C. | 2.12 | 14.00 | 12 112 | T and | NIC | AT AC | Pro-Alla | SB | 10.200 |
| 54.141 | ultimodal Results | | | | | | | | | | | | | | |
| Multimodal Re Pedestrian LO | of the local division in which the local division in which the local division in the loc | (100 | | 2.4 | EB | В | 1.9 | WB | В | 3.0 | NB | С | 2.9 | 1 | C |

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| 1. 15 B. Out 1 St. | 102 503 | 5 11 S | ALL - | 2 Th | Same. | and the | 铜片窗 | 1.50 | 19 5 | 14 | 13 | 1. 25 | | and the second | - 24 | 一下下 |
|--|--|--|--------|---------------------|---------------|-----------------------|-----------------------|---------------------------|--|----------------|------|-----------------------|---------|-----------------|---------------|----------------|
| General Inform | ation | A BRITCH STATE | | | any series of | and the second second | and the second second | 11 | nters | ection | Info | rmatio | n | 1 1 | d dank b | 54 |
| Agency | auon | Solaegui Engineers | | _ | | | | | Durati | | | 0.25 | | | 111 | |
| and the state of t | | MSH | - | Anolye | is Date | Son 15 | 2017 | Concession in such states | Area 1 | 11a 18 - 11 | | Other | | - * C.S. | an Ibre in | - 11- |
| Analyst | | City of Sparks | | Time P | | | ak Hou | | PHF | ype | | 0.95 | | | di | |
| Jurisdiction | | City of Sparks | | and a second second | | | | | | sis Peri | od | 1> 7:0 | 0 | | | |
| Urban Street | | | | | is Year | Projec | t | ' | Analys | as ren | ou | 1- 1.0 | | | | |
| Intersection | | Pyramid/Sparks SB | Ramp | File Na | ime | SB35p | w.xus | | | | _ | | | 1 7. | 4144 | 1.1 |
| Project Descrip | tion | | | | | | | | _ | | - | the local division of | | 1 | | |
| Maren and Later | H 17 1 | | 81. IF | Lynn | 2 1500 | 1.00 | , units in | 36 | 1,197 | 310 | | 115 | 10 P. | A DOWNERS | 00 | State and |
| Demand Inform | nation | 1 | | | EB | | | WE | the second s | - | | NB | 1 | 1 | SB | 1 . |
| Approach Move | ement | | | L | T | R | L | T | and second | 2 | L | T | R | L | T | R |
| Demand (v), v | eh/h | | | | 507 | 277 | 300 | 807 | 7 | _ | - | 1 | - | 500 | - | 208 |
| | with the | 一百年之 印刷 马马马马 | 1.1.5 | 1.1.1. | 2910 | 195 | A | | | 12 | 1.1 | Coulto | octorie | 1 1 1 | ALC: NO | 22.00 |
| Signal Informa | tion | | | 1 | = | 4 | 12 5 | | | | | | - | | | L |
| Cycle, s | 80.0 | Reference Phase | 2 | 1 | 8 | = | | 1 | | _ | | × | | 4 | | · · · |
| Offset, s | 0 | Reference Point | End | Green | 15.0 | 30.0 | 20.0 | 0.0 | 0 | .0 | 0.0 | | | | | |
| Uncoordinated | No | Simult. Gap E/W | On | Yellow | | 4.0 | 4.0 | 0.0 | 0 | .0 | 0.0 | | | - | | |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 1.0 | 1.0 | 1.0 | 0.0 | 0 | .0 0 | 0.0 | - | 5 | 6 | 7 | - |
| ALL NELLY - | - Second | BUST IN THE | 11.12 | 4.4 | 175 OF H | ALC: | T PERSON | | | JUN | | | | - | 100 | 1000 |
| Timer Results | | CITE OF THE PROPERTY OF | | EBL | - | EBT | WBI | - | WBT | | NBL | - 1 | NBT | SBL | | SBT |
| Assigned Phas | e | | | | 1 | 2 | 1 | | 6 | 1 | _ | | - | | | 4 |
| Case Number | F | | | 1 | | 7.3 | 2.0 | | 4.0 | 1 | | | | | | 9.0 |
| Phase Duration | S | | - | | | 35.0 | 20.0 | | 55.0 | 1 | _ | | | 1 | | 25.0 |
| And in case of the local division of the local division of the | ange Period, (Y+R c), s | | | | | 5.0 | 5.0 | | 5.0 | 1 | - | | | 1 | | 5.0 |
| Name and Address of the Owner, or Ow | nange Period, (Y+Rc), s ax Allow Headway (MAH), s | | | | | 0.0 | 3.1 | - | 0.0 | | | - | | | | 3.2 |
| | and the second second | state in the second s | | | | 0.0 | 8.5 | | 0.0 | | | | | 1 | | 12.8 |
| Queue Clearan | and the lot of the lot | and shared in the second se | | - | | 0.0 | 0.4 | | 0.0 | | | | | 1 | | 1.3 |
| Green Extensio | | (ge), s | | - | | 0.0 | - | | 0.0 | | | | | | | 1.00 |
| Phase Call Pro | | | | - | _ | | 1.00 | _ | | | - | | | | | 0.15 |
| Max Out Proba | bility | and the lot of the second second | - | - | - | of the second | 0.05 | | 1000 | and the second | 1200 | No. | 00000 | And Personnel | - | 0.15 |
| 11 | Contract of the | and the second sec | | P. ash | EB | Charles and | ALL HC22 | WB | - | 49/201 | | NB | 2 - N | 1 | SB | and the second |
| Movement Gro | | Suits | | L | T | R | | T | TF | | L | T | R | LI | T | IB |
| Approach Move | | | | L | | | | in succession | 1 | - | - | - | ix | 7 | | 14 |
| Assigned Move | and the second | | | | 2 | 12 | 1 | 6 | - | - | | | | | | 219 |
| Adjusted Flow | | | | - | 534 | 292 | 316 | 849 | _ | | | | | 526 | | |
| the second se | Station According to Annual State | ow Rate (s), veh/h/ | n | | 1781 | 1585 | 1730 | 1781 | _ | | | | | 1730 | | 1585 |
| Queue Service | | and the second se | _ | | 8.8 | 11.3 | 6.5 | 9.4 | _ | | - | | | 10.8 | | 9.6 |
| | | the Time (g_{α}) , s | 1.1 | - | 8.8 | 11.3 | 6.5 | 9.4 | | - | | | | 10.8 | | 9.6 |
| Green Ratio (g | g/C) | | | | 0.38 | 0.38 | 0.19 | 0.62 | _ | _ | | | | 0.25 | | 0.25 |
| Capacity (c), | veh/h | | | | 1335 | 594 | 649 | 2226 | _ | | _ | | | 865 | | 396 |
| Volume-to-Cap | acity Ra | atio (X) | | 1 | 0.400 | 0.491 | 0.487 | A THE OWNER | - | | | | | 0.609 | | 0.55 |
| Back of Queue | (Q), ft | I/In (95 th percentile |), | 1 | 162.1 | 196.4 | 119.6 | 139. | 7 | | | | | 196 | | 162.4 |
| Back of Queue | (Q), V | eh/In (95 th percent | ile) | | 6.4 | 7.7 | 4.7 | 5.5 | | | | | | 7.7 | 1.1 | 6.4 |
| | | (RQ) (95 th percen | | i | 0.00 | 0.00 | 0.00 | 0.00 | | 1 | | | | 0.00 | | 0.00 |
| Uniform Delay | | and the second se | | 1 | 18.4 | 19.1 | 29.1 | 7.4 | | | | | | 26.5 | | 26.1 |
| the second se | | and which have been a second of a providence of the second | | 1 | 0.9 | 2.9 | 0.2 | 0.5 | | 1 | | | - | 0.9 | | 1.0 |
| and the second se | ncremental Delay (d ₂), s/veh | | | 1 | 0.0 | 0.0 | 0.0 | 0.0 | _ | 1 | | | | 0.0 | | 0.0 |
| a second s | ontrol Delay (d), s/veh | | | 1 | 19.3 | 22.0 | 29.3 | 7.9 | | | | | | 27.4 | | 27,1 |
| The second se | evel of Service (LOS) | | | | B | C | C | A | | T | - | | | C | | C |
| | pproach Delay, s/veh / LOS | | | | 2 1 | C | 13. | مشار احتصاب ا | В | | 0.0 | I | | 27.3 | | C |
| Table of the local division of the local div | Approach Delay, s/veh / LOS ntersection Delay, s/veh / LOS | | | | | | 9.4 | | | | 210 | | | B | | |
| intersection De | ay, s/v | | 1-10 | Acaret | are to | 37 19 | and the second second | 1000 | 100 | ERX A | 11 | 537.2 | 1 | 10-398 | -36-1 | 121,00 |
| Multimodel D | eulte | AND | all a | 1 | EB | September . | 1 | WE | 1 Barbara | 1 | -10 | NB | 222 | T | SB | A |
| Multimoual Re | ultimodal Results | | | | | В | 1.9 | | В | | 3.0 | | С | 2.9 | | С |
| Dodestrian I O | destrian LOS Score / LOS vycle LOS Score / LOS | | | | | H | | | B | | 1.00 | | | | | |

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| -1-7-86 | 10000 | の時期に行った。 | | A Start | E LET | REAL | Real Press | 5772 | 79.77 | SCA TH | 风尔防 | 12:00 | えい時間 | State . | 2245 | N. K.S. |
|--|--|--|----------------|-----------------|--|--------------------|-----------------------|----------|-------|-----------|--|------------|----------|--------------|------------|------------------|
| General Inform | ation | 2.12.15.51 (SCIDILUQUOE) | - 1 A.I. | in the second | HURS LODO | A STATE OF A | and the second second | 11 | nter | sectio | n Info | rmatio | n | 2. | JLL | 14 |
| Agency | Contraction of the local division of the loc | Solaegui Engineers | | | - | | ~ ~ ~ | | | tion, h | | 0.25 | | | 166 | |
| Analyst | | MSH | | Analys | is Date | Sep 18 | 3. 2017 | | | Туре | - | Other | | - | | |
| Jurisdiction | | City of Sparks | | Time P | | | ak Hou | | PHF | 1760 | | 0.95 | | 12 | du | |
| Urban Street | | City of Sparks | | Analys | | 2035 E | | - | | ysis Pe | eriod | 1> 7:0 | 0 | | | ¥ •~~ |
| Urban Street | | | _ | 1 | | Projec | t + Kiley | | anary | y 510 T 4 | onou | 1.0 | | | 1 | |
| Intersection | | Pyramid/Sparks SB | Ramp | File Na | ime | SB35a | ww.xus | | _ | | | | | | 1 4 1 | ¥ (* |
| Project Descript | tion | ALL | - | IN STRUCTURE | - | NUMBER | 200.0 | 10.000 | TV:TU | torn to | contract of | The second | TO DE LA | THE OWNER | 100-00 | CHINES IN |
| Demand Inform | antion | 10. 11. 140 A. 14 A. | a straight | 1 COLORED | EB | No. of Contraction | discaning a | WE | 10070 | 19cgay | Non-Hold | NB | | Notest Owned | SB | WELDEND'S |
| Approach Move | | | | L | T | R | L | T | | R | L | T | R | L | Т | R |
| and the second se | | | | | 653 | 418 | 250 | 518 | 2 | - | | 1 | | 630 | | 135 |
| Demand (v), v | en/n | and the state of the state | A Service | 10月15日 | 055 | 410 | 200 | 1 510 | RINT | Val a | 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1 | Sec.S. | i sille | 000 | The second | 100 |
| Signal Informa | tion | and the second | Concerning of | 1 | - | 1. | 125 | T | | 0040600 | 1 | | _ | | | L |
| Cycle, s | 80.0 | Reference Phase | 2 | 1 | Z | 1 |] | | | | | × | - | 4 | | КЛ |
| Offset, s | 0 | Reference Point | End | 0 | 150 | 20.0 | 20.0 | 0.0 | - | 0.0 | 0.0 | - | 1 | 21 2 | 1 | |
| Uncoordinated | No | Simult. Gap E/W | On | Green Yellow | | <u>30.0</u> 4.0 | 20.0 | 0.0 | | 0.0 | 0.0 | - | 1 | | | |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 1.0 | 1.0 | 11.0 | 10.0 | | 0.0 | 0.0 | | 5 | | 1 | |
| Torde mode | - Mad | CARE A TRADE OF A TRADE OF | 2.20.50 | NOF 8 38 | 1.5 | | 1112 | 200 | 11/18 | F. S. | Sector 1 | 1214 | Nil De | Parta | ES | A Jul |
| Timer Results | and the second distances of th | | ad Association | EBL | | EBT | WBI | . [| WB | TÌ | NBL | | NBT | SBL | | SBT |
| Assigned Phase | e | | | 1 | 1 | 2 | 1 | | 6 | 1 | | | | | | 4 |
| Case Number | | | | 1 | | 7.3 | 2.0 | - | 4.0 |) | | | | 1 | | 9.0 |
| Phase Duration | L S | | | 1 | 1 3 | 35.0 | 20.0 | | 55.0 | 0 | | | | 1 | | 25.0 |
| And in case of the | ange Period, (Y+R c), s | | | | a design of the local division of the | 5.0 | 5.0 | | 5.0 | | - | | | | 1 | 5.0 |
| and a local data was a local data w | ange Period, (Y+R c), s ax Allow Headway (MAH), s | | | 1 | | 0.0 | 3.1 | | 0.0 | | | | | 1 | | 3.2 |
| Queue Clearan | | a strate over 1 hours of the strate over 1 hours | - | - | | | 7.4 | 1 | | | | - | | | | 16.2 |
| Green Extensio | | the state of the s | | 1 | - | 0.0 | 0.4 | - | 0.0 | | | | | | | 0,9 |
| Phase Call Pro | | (90),5 | | 1 | | 0.0 | 1.00 | | | - | | - | | | | 1.00 |
| Max Out Proba | | | | - | | - | 0.01 | - | | - | | | | 1 | | 0.76 |
| Max Out Floba | a state | ALL PROPERTY AND INCOME. | 13 13 23 | STATE AND | ISIC IT | ALC: NO. | THE ASSAULT | 1500 | 5147 | 135580 | 21-11 | STATIN. | ALC: N | CHAMPINE. | and in | The |
| Movement Gro | oup Res | sults | COLUMN 1 | 1 | EB | | | WB | | 1 | | NB | | 1 | SB | |
| Approach Move | the second se | | | L | T | R | L | Т | T | R | L | T | R | L | Т | R |
| Assigned Move | | | | | 2 | 12 | 1 | 6 | | 1 | | | 1.11 | 7 | | 14 |
| Adjusted Flow | |), veh/h | | | 687 | 440 | 263 | 545 | 1 | 1 | | | | 663 | | 142 |
| | | ow Rate (s), veh/h/ | n | | 1781 | 1585 | 1730 | 1781 | | | | | | 1730 | | 1585 |
| Queue Service | a first of the difference of | the second se | | 1 | 12.0 | 19.2 | 5.4 | 5.4 | T | | | | | 14.2 | | 5,9 |
| | | e Time (g c), s | | 1 | 12.0 | 19.2 | 5.4 | 5.4 | | | | | | 14.2 | | 5.9 |
| Green Ratio (g | | | | 1 | 0.38 | 0.38 | 0.19 | 0.62 | - | 1 | | | | 0.25 | | 0.25 |
| Capacity (c), v | PROFESSION INCOME. | | - | 1 | 1335 | 594 | 649 | 2226 | _ | 1 | | | | 865 | - | 396 |
| Volume-to-Cap | and the second data was not | atio (X) | | | 0.515 | - | 0.406 | | - | - | 1 | | | 0.767 | | 0.35 |
| | | /In (95 th percentile |) | 1 | 214.8 | 317.6 | 97.9 | 80.2 | | - | - | | | 254.7 | _ | 97.8 |
| and a second sec | | eh/In (95 th percent | | 1 | 8.5 | 12.5 | 3.9 | 3.2 | _ | 1 | - | | 1 | 10.0 | | 3.8 |
| | | RQ) (95 th percen | | 1 | 0.00 | 0.00 | 0.00 | 0.00 | | - | | | - | 0.00 | | 0.00 |
| Uniform Delay | | Contraction of the Association o | | 1- | 19.4 | 21.6 | 28.6 | 6.6 | | - | | | | 27.8 | | 24.7 |
| Incremental De | | the state of the s | | 1 | 1.4 | 8.1 | 0.2 | 0.3 | | - | | | | 3.8 | | 0.2 |
| the second se | state of the local division of the | the local division of | | 1 | 0.0 | 0.0 | 0.0 | 0.0 | | - | | | | 0,0 | | 0.0 |
| a second and the second se | itial Queue Delay (d ϶), s/veh ontrol Delay (d), s/veh | | | - | 20.8 | 29.7 | 28.7 | 6.9 | | - | - | | | 31.6 | 1 | 24.9 |
| Level of Servic | and the second sec | And the Real Property in the second state of t | | 1 | C | C | C | A | - | -1 | | | | C | | C |
| Approach Dela | and the second se | And in the second | | 24.3 | | C | 14.0 | | B | -1 | 0.0 | 1 | | 30.4 | T | C |
| Intersection Dela | | the second s | | 24.0 | - | | 3.1 | <u> </u> | ų | - | 0.0 | | | C | | |
| milersection De | ay, arv | | (the second | annad | To the | ES (There | 12-12 | 4.11 | de s | 175 | We Law | 80 | 1000 | TEL Law | 37307 | NUL YE |
| Multimodal Re | ultimodal Results | | | | EB | and a second | 1 | WB | | Y | and a second | NB | ATA A | T | SB | All reacher dies |
| Construction of the local division of the lo | | /LOS | | 2.4 | and a second sec | В | 1.9 | | В | | 3.0 | | С | 2.9 | T | С |
| | destrian LOS Score / LOS ycle LOS Score / LOS | | | | | - | | | - | | 2.9 | | 1 | - | | F |

HGS7" Streets Version 7.3

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| AND THE BOY | 20-5 | Dr. Miner States | 1403 | F. C. F. F. | State. | Said | 15.5 | 1ECD | 1 STAR | E PAR ING | ping all | | 1 Ar and a | | 12 12 9 |
|--|--|--|-----------------------|-------------------------|---------------------------------|--|-----------------------|---|--|----------------|----------|------------|---------------|----------------------------|------------|
| General Inform | ation | and any other states of the second | CALLS AND | Address to the local of | 1011 | | and the second second | ltr | ntersect | ion Info | ormatic | n | 1. | 1 | + 1. |
| Agency | | Solaegui Engineers | _ | | | | | E | Duration, | h | 0.25 | | | ງເເ | |
| Analyst | | MSH | | Analys | is Date | Sep 18 | 2017 | | Area Typ | | Other | | 1. | 76 | |
| Jurisdiction | | City of Sparks | | Time P | a second second second | And in case of the local division of the loc | ak Hou | | PHF | | 0.95 | | | - Tu | |
| | | City of Sparks | | | is Year | | | - | Analysis | Doriod | 1> 7:0 | 0 | - <u>1</u> | 1.5 | - |
| Urban Street | | | | | | Project | + Kiley | | ากลางอาอ | renou | 1- 14 | | | | |
| Intersection | | Pyramid/Sparks SB | Ramp | File Na | me | SB35p | ww.xus | | | | | | - 1.5 | 4.1+12 | 1. 6 |
| Project Descrip | tion | | | | | | | - | - | - | | artista da | CONTRACTOR OF | AT LOSS OF | |
| here in the later | 2.2 | 的第三人称单数 | R IVER | Walsh | 2-21-3 | 100-1-1 | per a las | 1.10 | WE FIL | The state of | LID | S. Star | and all and | 00 | 2160 |
| Demand Inform | | | | | EB | · ····· | 1 | WB | | | NB | 1 | 1 . 1 | SB | 1 |
| Approach Move | ement | | | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (v), v | eh/h | | _ | | 641 | 294 | 300 | 961 | | 1 | _ | - | 531 | - | 208 |
| A STATE | C. C. P. L. C. | Mar Share | Same | WELL- | 12.4 | TUCSUI | 7.97 | 10.05 | NYE V | 15 1 . 60 | 1.50 | 12.5 | 111 40 | - Carry | - area |
| Signal Informa | tion | | | | 6 | 4 | 25 | | | | 1 | - | | | L |
| Cycle, s | 80.0 | Reference Phase | 2 | | 16 | = | 1 | | | | × | | 4 | | |
| Offset, s | 0 | Reference Point | End | Green | 15.0 | 30.0 | 20.0 | 0.0 | 0.0 | 0.0 | 1 | | | | |
| Uncoordinated | No | Simult. Gap E/W | On | Yellow | | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | 1 | + | | |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 1.0 | 1.0 | 11.0 | 10.0 | 0.0 | 0.0 | | 5 | 6 | 7 | |
| and the second | 1000 15 | THE PLATER AND AND | 5717 | 1000 | 10.00 | 194.07 | 29-3 | 5780 | A. Tran | 1-1-14 | Carl | 125 | 11-7530 | | Carlo St |
| Timer Results | 100 | Contraction of the second | C and Call | EBL | | EBT | WBI | | WBT | NBL | | NBT | SBL | 1 | SBT |
| Assigned Phas | e | | | 1 | - | 2 | 1 | | 6 | | | | 1 | | 4 |
| Case Number | | | | - | - | 7.3 | 2.0 | | 4.0 | | | - | 1 | | 9.0 |
| and the second se | | | | | | 35.0 | 20.0 | | 55.0 | - | | | 1 | _ | 25.0 |
| Phase Duration | | 10 | | | | 5.0 | 5.0 | - | 5.0 | - | - | | 1 | | 5.0 |
| Change Period | and the second damage of the s | and a local data and a lo | | | _ | College - | and the second second | | | | | | 1 | | 3.2 |
| Max Allow Hea | | and the second se | | - | | 0.0 | 3.1 | | 0.0 | | | | | | 13.6 |
| Queue Clearan | in the second second | | | - | | | 8.5 | _ | | | | | | | |
| Green Extensio | | (ge), s | | | - | 0.0 | 0.4 | | 0.0 | <u> </u> | | | - | | 1,3 |
| Phase Call Pro | | | | | | | 1.00 | | | | - | | him | | 1.00 |
| Max Out Proba | bility | | | L | | | 0.05 | 5 | - | | | | Lunn | _ | 0.23 |
| the second | in the second | A TOTAL STATE IN | E. a | State of | the local division in which the | -21-1- | | 14.075 | - 11/26 | and the second | NID | allan a | man | SB | |
| Movement Gro | and the second second | sults | _ | | EB | | - | WB | 10 | | NB | 10 | 1 1 | Construction of the second | 1 6 |
| Approach Move | | | | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Move | ement | | _ | 1 | 2 | 12 | 1 | 6 | | | - | - | 7 | | 14 |
| Adjusted Flow | Rate (v | /), veh/h | | | 675 | 309 | 316 | 1012 | - | | | | 559 | | 219 |
| Adjusted Satur | ation Fl | ow Rate (s), veh/h/ | In | 1 | 1781 | 1585 | 1730 | 1781 | And in case of the local division of the loc | | | - | 1730 | - | 1585 |
| Queue Service | Time (| g s), S | | | 11.7 | 12.1 | 6,5 | 11.9 | | | 1 | | 11.6 | | 9.6 |
| Cycle Queue C | learanc | ce Time (g c), s | | | 11.7 | 12.1 | 6.5 | 11.9 | | | | | 11.6 | | 9.6 |
| Green Ratio (| g/C) | | | 1 | 0.38 | 0.38 | 0.19 | 0.62 | | | | | 0.25 | | 0.25 |
| Capacity (c), | | | | 1 | 1335 | 594 | 649 | 2226 | | | | | 865 | | 396 |
| Volume-to-Cap | the second s | atio (X) | | 1 | 0.505 | the second second | 0.487 | and the second second | | 1 | | | 0.646 | 1 | 0.55 |
| Contraction of the Owner of the | and the second second | /In (95 th percentile |) | 1 | 210.9 | 208.9 | 119.6 | | | | | 1 | 208.9 | | 162. |
| and the second | | eh/In (95 th percent | | 1 | 8.3 | 8.2 | 4.7 | 7.0 | 1 | | - | | 8.2 | | 6.4 |
| | | (RQ) (95 th percen | | 1- | 0.00 | 0.00 | 0.00 | 0.00 | | | | 1 | 0.00 | - | 0.00 |
| Uniform Delay | and the second s | the second se | 110/ | 1 | 19.3 | 19,4 | 29.1 | 7.9 | | - | | | 26.8 | | 26.1 |
| | | the second se | | 1- | - | 3.2 | 0.2 | 0.7 | 1 | | - | - | 1.3 | | 1.0 |
| the second se | cremental Delay (d 2), s/veh | | | | 1.4 | | 0 | | | | | | 0.0 | | 0.0 |
| COMPANY OF THE OWNER | itial Queue Delay (d 3), s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | | | | - | - | | |
| the second se | ontrol Delay (d), s/veh | | | | 20.6 | 22.7 | 29.3 | 8.5 | | - | - | | 28.2 | | 27.1 |
| 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | evel of Service (LOS) | | | | C | C | C | A | 1 | | 1 | | C | | C |
| | Approach Delay, s/veh / LOS | | | | 3 | C | 13.5 | | В | 0.0 | | | 27.9 | 1 | С |
| Approach Dela | | ab /105 | | 1 | | 19 | 9.6 | _ | | 1 | | - | В | - | AND DO NOT |
| | elay, s/v | envicos | and the second second | No. of Concession, name | The second second | the second se | | and the second se | | | | | | | |
| Approach Dela Intersection De | 1. 12 | | 1212 | a to the second | 1. 219 | 4-12-1 | 121 - 19 - | 510 | 10 10 | 1. 191 - | Sec. | all set | September 10 | 111 | 100 C |
| Approach Dela | esults | | 1812 8 | 2.4 | EB | в | 1.9 | WB | в | 3.0 | NB | С | 2.9 | SB | С |

HCS7³⁸ Streets Version 7.3

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| 111 1 212 1 21 | HAR AND | noo | 1012 | ananze | u mie | FISECL | | caun | ts Sun | Million y | No formation | | 1172 | Selle. | VIEROSI |
|--|--|--|---------------------------------------|-------------|--|------------|-------------|-------------------|-------------------|-----------|--------------|---------------|-------------|-----------|---------|
| A AN ARESIGNA | Else (| ALL ALL ALL AND | | 1792 | 1.101 | | Martin. | STR WAL | ntersect | an Infa | un ette | 115 | Carson L. | ا مارول ا | 4.1 |
| General Inform | ation | | | | | | | | | | | 'n | - 0 | JLL | |
| Agency | | Solaegui Engineers | 6 | | | 10 10 | | - | Duration, | | 0.25 | | | | |
| Analyst | | MSH | _ | | | Sep 13 | | | Area Type |) | Other | | | | • |
| Jurisdiction | | | | Time P | | AM Pe | | _ | PHF | | 0.92 | | | | |
| Urban Street | | | | | | Existin | a grant man | the second second | Analysis I | Period | 1> 7:0 | 00 | - | | |
| Intersection | | Highland Ranch & A | Access | File Na | ame | HrPa1 | 7aw.xus | | | | | | _ | - | EL. |
| Project Descrip | lion | and the second second second | WENDER | animistics. | NTA THE O | - | Distant Ga | Series) | | 10.55A | ATAMAA | in the second | 1 and | 4144 | N.C. |
| Demand Inform | nation | | (ny) | | EB | 2.2.419 | anst | WB | 194 C. 194 | 1212 | NB | UI3025 | Contract of | SB | 5 T.D.D |
| Approach Move | | | | L | T | R | LL | ΙT | R | L | T | R | L | Т | R |
| Demand (v), v | this go an Life or some | | | 35 | 508 | | - | 683 | | | | 1 | 568 | 5 | 100 |
| Demand (V), V | Contra Contra | The well and the | 24 | CONSULT | al Stores | 112:28 . 1 | ENTE | (ILLIN) | Statistics. | al and | VELO | Sec. 11 | TYPE T | 2.50 | 1.1.110 |
| Signal Informa | tion | and the second second second second | | 1 | 1 | 5 | JUL | | T | 1 | | | | | 1 |
| Cycle, s | 85.0 | Reference Phase | 2 | 1 | 2 | | 1 | | | | | - | | | KX |
| Offset, s | 0 | Reference Point | End | Comor | 10.0 | 40.0 | 20.0 | 0.0 | 0.0 | 0.0 | - | 1 | 2 | 3 | |
| Uncoordinated | Yes | Simult. Gap E/W | On | Green | | 40.0 | 4.0 | 0.0 | 0.0 | 0.0 | - | 2 | 4 | | |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | - | | ia . | 1 | |
| 9 - 19 - 10 - 10 | ENT | and the state of the state | FT- TRI | | | 1110 | Terre | 164 | Sen à | 10 are | Rose. | Guiges | 112 | | AN M |
| Timer Results | No. Post | | | EBL | | EBT | WB | | WBT | NBL | | NBT | SBL | | SBT |
| Assigned Phase | e | | | 5 | - | 2 | - | _ | 6 | | | | | | 4 |
| Case Number | | | | 2.0 | | 4.0 | | | 7.3 | | | | | | 9,0 |
| Phase Duration | . S | | | 15.0 | and in the second | 60.0 | 1 | | 45.0 | 1 | | | 1 | | 25.0 |
| and the second sec | ange Period, (Y+R c), s | | | | | 5.0 | - | | 5.0 | _ | | | 1 | | 5.0 |
| and the second s | | | | | 1 | 3.1 | | 1 | 3.1 | - | | - | 1 | | 3.2 |
| | x Allow Headway (<i>MAH</i>), s eue Clearance Time (gε), s | | | | - | 14.6 | | - | 31.6 | | | | | - | 16.1 |
| Green Extensio | and the second second | and the second se | | 3.6 | man and the same of | 3.2 | | - | 2.5 | | | | 1 | 1 | 0.8 |
| Phase Call Pro | - | (90),0 | | 1.00 | | 1.00 | | - | 1.00 | | | | 1 | - | 1.00 |
| Max Out Proba | | and the second s | | 0.00 | and the state of t | 0.01 | | - | 0.32 | | | | - | | 0.70 |
| Max Out 11000 | Unity | | 1925.7 | | Cherche Long | C.C. | To all | DO- | Cole Inge | 1.1E/- | 26 833 | disit. | States !! | 5000 | RED |
| Movement Gro | oup Res | sults | and a second | 1 | EB | | | WB | | | NB | | | SB | |
| Approach Move | ement | | | L | Т | R | L | Т | R | L | Т | R | L | T | R |
| Assigned Move | the second s | | | 5 | 2 | | | 6 | 16 | | | | 7 | | 14 |
| Adjusted Flow | Rate (v | /), veh/h | | 38 | 552 | | | 742 | 171 | | | | 617 | | 109 |
| Adjusted Satur | ation FI | ow Rate (s), veh/h/ | In | 1781 | 1870 | | | 1870 | 1585 | | | | 1730 | | 158 |
| Queue Service | | and the second s | | 1.6 | 12.6 | | | 29.6 | 5.4 | | | | 14.1 | | 4.8 |
| the second se | | ce Time (gc), s | | 1.6 | 12.6 | | | 29.6 | 5.4 | | | | 14.1 | | 4.8 |
| Green Ratio (g | A CONTRACTOR OF A CONTRACTOR A | | | 0.12 | 0.65 | | | 0.47 | 0.47 | | | · · · · · | 0.24 | | 0.24 |
| Capacity (c), v | | | | 210 | 1210 | | | 880 | 746 | | | | 814 | | 373 |
| Volume-to-Cap | | atio (X) | | 0.182 | 0.456 | | | 0.843 | 0.229 | | | | 0.759 | | 0.29 |
| Could be an | the second second | In (95 th percentile |) | 31.9 | 189.5 | | | 489.4 | the second second | | | | 255.4 | | 80.4 |
| Cardena and a state of the second state of the | - | eh/In (95 th percent | · · · · · · · · · · · · · · · · · · · | 1.3 | 7.5 | | | 19.3 | 3.2 | | | | 10.1 | | 3.2 |
| And shares which the same state of the state of the same of the same state of the sa | the second se | (RQ) (95 th percen | | 0.00 | 0.00 | | | 0.00 | 0.00 | | | | 0.00 | - | 0.00 |
| Uniform Delay | | the second s | | 33.8 | 7.5 | | | 19.8 | 13.3 | | | | 30.3 | | 26. |
| Incremental De | Statement of the local division of the local | the second se | | 0.2 | 0.1 | | | 7.1 | 0.1 | | | | 3.7 | | 0.2 |
| | itial Queue Delay (<i>d</i> ₃), s/veh | | | | 0.0 | | | 0.0 | 0.0 | | | | 0.0 | | 0,0 |
| and the second design of the s | ontrol Delay (<i>d</i>), s/veh | | | | 7.6 | | | 26.9 | 13.4 | | | | 34.0 | | 26. |
| | evel of Service (LOS) | | | | A | | | C | В | | | | C | 1 | C |
| the second se | pproach Delay, s/veh / LOS | | | | | A | 24.4 | 1 1 | С | 0.0 | | | 32.9 | T | С |
| Intersection De | and the second division of the | All the second se | | | | | 3.2 | - | | | | | C | | |
| 11. 日本工作 | | a milita area and | States | 100,000 | 1. 2. | Sector 12 | and the | 王子 | al training | St. 11. | The second | 1 201 | THE STATES | They a | C Linn |
| Multimodal Re | ultimodal Results | | | | EB | | | WB | | 2.5 | NB | | | SB | |
| Pedestrian LOS | S Score | LOS | | 0.7 | | A | 2.4 | | В | 2.8 | | С | 2.3 | 1 | В |
| | estrian LOS Score / LOS cle LOS Score / LOS | | | | | A | 2.0 | | В | | | | 1 | | F |

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| Land in the W | 100 | | 1 Sec | E911 E. | | 1 | . H | 12 12 | 20.00 | - 11- | 257 | 12-11 | and the states | 37463 | S. C.S. C. |
|--|--|--|---------------------|---------------|--|-----------|-----------|-----------------------|-------------------|------------|---------------|---------|----------------|--------|------------|
| General inform | ation | | | | | | | lr | ntersecti | on Info | ormatic | on | 1. | JLL | 2. 12 |
| Agency | | Solaegui Engineers | P | | | | | C | Duration, I | h | 0.25 | | 1 | 2.44 | |
| Analyst | | MSH | | Analys | is Date | Sep 13 | , 2017 | A | Area Type | | Other | 1 | 4 | | |
| Jurisdiction | | | | Time F | Period | PM Pe | ak Hou | r F | HF | | 0.92 | | ±_2 | - Hr | - |
| Urban Street | | | | Analys | is Year | Existin | g + Pro | ject P | Analysis F | Period | 1> 7:0 | 00 | | i alt | |
| Intersection | | Highland Ranch & / | Access | File Na | ime | HrPa1 | 7pw.xus | \$ | | | | | | | |
| Project Descript | tion | | | | | 1 | | | | | | | 2. | 1144 | ъc |
| P. U.f. | Sea St | a second day | 2. 6. | 160 and | EB | 1 1 A | 1-11-113 | WB | 12.1% | 11-1-1-11 | NB | 0.00 | T | SB | Sector |
| Demand Inform | | | | L | T | R | L | T | R | | T | R | 101 | T | R |
| Approach Move | | | | 98 | | 1 N | | 629 | | - | 1 | - N | 334 | - | 59 |
| Demand (v), v | en/n | tout on the lot in the | and the second | 98 | 688 | Contra To | Server. | 029 | 000 | Seat | in the second | ROOME | 334 | 12000 | 09 |
| Signal Informa | tion | | In Collect | | Contraction of | L F | 111 | A CONTRACT | CAPITAL STREET | 100-1 | COLUMN ST | | 1 | - | - |
| Cycle, s | 85.0 | Reference Phase | 2 | 1 | 2 | 1 | 44.3 | 1 | | | | | | | 2 |
| Offset, s | 0 | Reference Point | End | | 1 | 1 | | - | | | | + | 1 | 3 | |
| Uncoordinated | Yes | Simult. Gap E/W | On | Green | | 40.0 | 20.0 | 0.0 | 0.0 | 0.0 | _ | | A | | |
| Force Mode | Fixed | Simult. Gap N/S | On | Yellow Red | 14.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | | | | |
| T DICE MODE | TIXCU | Contrait. Cap 14/0 | Sec.5 | Tiou | 11.0 | 1110 | 110 | 10.0 | 10.0 | - Gill | The of | 19145 | Sarra | 000 | 1. 医加二 |
| Timer Results | 2 | All ALL SCORES AND | 1 | EBL | Name and A | EBT | WBI | | WBT | NBL | | NBT | SBL | | SBT |
| Assigned Phase | a | | | 5 | | 2 | | | 6 | 1100-20 | - | | 1 | - | 4 |
| Case Number | - | | | 2.0 | 1 | 4.0 | | | 7.3 | - | - | | 1 | | 9.0 |
| Phase Duration | s | | | 15.0 | | 60.0 | | | 45.0 | | | - | 1 | | 25.0 |
| terror and the second s | ange Period, ($Y+R_r$), s | | | | and the second second | 5.0 | | | 5.0 | | 1 | | 1 | 1 | 5.0 |
| the second s | ange Period, (Y+R c), s x Allow Headway (MAH), s | | | | - | 3.1 | | - | 3.1 | | - | | 1 | | 3.2 |
| Queue Clearan | | | | 3.1 6.8 | | 22.0 | | | 27.9 | - | | | 1 | | 9.6 |
| Green Extensio | | and the second se | | 0.0 | and the second | 4.6 | - treates | - | 4.0 | | | | | | 0.8 |
| Phase Call Prof | | 190710 | | 1.00 | the second data in the second da | 1.00 | | | 1.00 | _ | | | | | 1.00 |
| Max Out Proba | | | | 0.87 | | 0.13 | | and the second second | 0.29 | | | | 1 | | 0.01 |
| 14. The E.H - 1 | NIEU | and the second second | a land | -olayev | 16005 | 1111 | 1221 | Jahra | 1.42.20 | | 2 PM | aller 1 | No. Andrew | 100 | Sec. 1 |
| Movement Gro | oup Res | sults | | | EB | | | WB | 1 | | NB | | | SB | - |
| Approach Move | ement | | _ | L | Т | R | Ĺ | T | R | L | Т | R | L | Т | R |
| Assigned Move | ment | | | 5 | 2 | 1 | | 6 | 16 | | | | 7 | | 14 |
| Adjusted Flow F | Rate (v | r), veh/h | | 107 | 748 | | | 684 | 495 | _ | | | 363 | | 64 |
| Adjusted Satura | ation Fle | ow Rate (s), veh/h/ | In | 1781 | 1870 | | | 1870 | 1585 | | | | 1730 | - | 1585 |
| Queue Service | | | - | 4.8 | 20.0 | | | 25.9 | 20.4 | | | - | 7.6 | | 2.7 |
| Cycle Queue C | learanc | e Time (gc), s | | 4.8 | 20.0 | | | 25.9 | 20.4 | | | | 7.6 | | 2.7 |
| Green Ratio (g | /C) | | | 0.12 | 0.65 | | | 0.47 | 0.47 | | | | 0.24 | | 0.24 |
| Capacity (c), v | | | | 210 | 1210 | | 1 | 880 | 746 | | | | 814 | | 373 |
| Volume-to-Cap | Contraction of the local division of | and the second se | | 0.508 | 0.618 | | | 0.777 | | | | | 0.446 | | 0.172 |
| | | /In (95 th percentile | | 94 | 280.1 | | | 420.4 | | | | - | 139.3 | | 46 |
| the second s | Concernance of the local division of the loc | eh/In (95 th percent | Carl & Chief Street | 3.7. | 11.0 | | - | 16.6 | | | | | 5.5 | | 1.8 |
| | | RQ) (95 th percen | tile) | 0.00 | 0.00 | | | 0.00 | 0.00 | | | | 0.00 | | 0.00 |
| Uniform Delay | | and the second sec | | 35.2 | 8.8 | | | 18.8 | 17.3 | | | - | 27.8 | | 25.9 |
| the second s | cremental Delay (d ₂), s/veh | | | | 0.7 | _ | | 4.0 | 1.8 | | | | 0.1 | | 0.1 |
| | tial Queue Delay (d 3), s/veh | | | | | | | 0.0 | 0,0 | | | | 0.0 | | 0.0 |
| Control Delay (| | | | 36.0 D | 9.5 | | | 22.8 | 19.1 | - | | | 27.9 | | 26.0 |
| a second s | evel of Service (LOS) | | | | A | - | | C | B | | | | C | | C |
| the second se | pproach Delay, s/veh / LOS | | | | 3 | B | 21.3 | 5 | C | 0.0 | | | 27.6 | | С |
| Intersection De | tersection Delay, s/veh / LOS | | | | | 19 | .4 | 19-10 | No. of Concession | - MILL | 1.158 | 2782-1T | B | No. 12 | (Calle) |
| Multimodal Re | Itimodal Results | | | | | the state | and all | WB | at one | ALL STREET | NB | House a | 1 and the | SB | Cherry |
| Pedestrian LOS | | /105 | | 0.7 | EB | A | 2.4 | | B | 2.9 | | С | 2.3 | T | В |
| | ore / L | Charles of the Charle | | 1.9 | and the owner of the | В | 2.4 | _ | B | | | | 1 | | F |

HCS718 Streets Version 7,3

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| A state of the second | 1630 | The Decision | | a the and | | 9360.01 | 1 1244 | 23 | | JUN PR | S 1-7 | 11 112 | | 5:55 | TON'C |
|--|--|--|------------|---|---------------------|--|----------------|------------|--|--------------------------|-------------|---------------|--------------|--------------|---------|
| General Inform | nation | And the second second | CEOREM CE | and the second se | ACC AND ADDRESS OF | NO YES | - | anse | Intersect | ion Info | rmatio | n | 1 1 | el ala ela k | 3. 1. |
| Agency | | Solaegui Engineers | | | | | | | Duration, | - | 0.25 | | | յլլ | |
| Analyst | | MSH | | Analys | is Date | Sep 1 | 3 2017 | And Street | Area Type | March & Book and Advisor | Other | | 12 550 | 國道 | |
| Jurisdiction | | | | Time P | A | and the second sec | ak Hou | | PHF | | 0.92 | | | 1 Inter | • |
| Urban Street | | | | and the second se | is Year | | ig + Proj | | Analysis I | Dariad | 1> 7:0 | 0 | | | |
| Orban Street | | | | Analys | is real | + Kiley | | ect | Analysis | enou | 1-1.0 | 0 | | | |
| Intersection | | Highland Ranch & A | ccess | File Na | ame | HrPa1 | 7awo.xu | IS | | | | _ | N | 4 1.4-4 | 1 4 1 |
| Project Descrip | tion | THE REAL PROPERTY AND INCOME. | ALC LODGE | NALE OF COLUMN | invenes. | | STATES OF | - | and the second second | TOGMUN | A REAL | 1.4 | THE NUMBER | 1111 | 200 1 |
| Demand Inform | nation | C. Stations Date AL | Section of | Tale ton | EB | ASLA. | CANADARIA C | W | B | 1 | NB | 112504.0 | all strategy | SB | |
| Approach Move | | | | | T | R | L | TΤ | | 1 I | T | R | 1L | Т | R |
| Demand (v), v | and the second second | | | 35 | 523 | | 1 | 69 | | - | 1 | | 568 | 1 | 100 |
| NA DEAD OF | 1419 | W. Arrent Constant of the | 57.25 | 1545 190 | 12 marts | 1. 0 | No. | 201 | A STREET | Langa | SE 167 | 3.0.9 | 1 30 M | 108 | 14 VL |
| Signal Informa | tion | | | | 3 | 54 | -26 | | | | | | | | X |
| Cycle, s | 85.0 | Reference Phase | 2 | 1 | 3 | -> | - | 1 | | 1 | | | → , | | |
| Offset, s | 0 | Reference Point | End | Green | 10.0 | 40.0 | 20.0 | 0.0 | 0.0 | 0.0 | 1 | | K | | |
| Uncoordinated | Yes | Simult. Gap E/W | On | Yellow | | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | × | | | |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | Carrier and | 5 | .4 | 7 | 217 210 |
| Timer Desults | Sale of | | ALC: NO | EBL | i pi | EBT | WBL | 1 | WBT | NBL | 1 | NBT | SBL | S-yes | SBT |
| Timer Results Assigned Phas | 0 | | | 5 | | 2 | VVBL | | 6 6 | NDL | - | AD1 | GOL | | 4 |
| Case Number | e | | | 2.0 | | 4.0 | | | 7.3 | | | | | | 9.0 |
| | | | | 15.0 | | 50.0 | | + | 45.0 | - | | | | | 25.0 |
| Phase Duration | ange Period, ($Y+R_c$), s | | | 5.0 | eres and the set of | 5.0 | | - | 5.0 | | | | | - | 5.0 |
| Contract Name and Address of Contract of C | ange Period, (Y+R c), s x Allow Headway (MAH), s | | | | | The other Designation | | | 3.1 | | | | | - | 3.2 |
| And a state of the local data and the local data an | | | | 3.1 | | 3.1 | | - | | | | | | | 16.1 |
| Queue Clearan | _ | and the second sec | | 3.6 | | 15.1 | | | 32.6 | | | | | | |
| Green Extensio | | (ge), s | | 0.0 | | 3.3 | | - | 2.4 | | | | | | 0.8 |
| Phase Call Pro | COLUMN TWO IS NOT | | | 1.00 | | 1.00 | | _ | 1.00 | | | _ | | | 1.00 |
| Max Out Proba | bility | GT KA STRATTONIA | NUMBER | 0.00 | CONTRACTOR OF | 0.01 | CORPORTED IN | marter | 0.40 | | STRAINS | TYPE | - Carlos and | - | 0.70 |
| Movement Gro | un Res | sults | | Ne signe | EB | LUTERICS. | Contraction of | WE | COMPLUS. | 19.20 | NB | | I | SB | - 13-3 |
| Approach Move | and the second second second | - unio | | L | Т | R | L | Т | R | LI | T | R | LI | т | R |
| Assigned Move | × | | | 5 | 2 | | | 6 | 16 | - | | | 7 | | 14 |
| Adjusted Flow | | () yeh/h | | 38 | 568 | | | 757 | | | | | 617 | | 109 |
| the second s | | ow Rate (s), veh/h/l | | 1781 | 1870 | | | 1870 | | | | | 1730 | | 158 |
| Queue Service | | and the second | | 1.6 | 13.1 | | | 30.6 | in the second | | | | 14.1 | | 4.8 |
| | | g s), s :e Time (g c), s | | 1.6 | 13.1 | | | 30.0 | | | | | 14.1 | - | 4.8 |
| | | e mile (yc), s | | 0.12 | 0.65 | | | 0.47 | and the second second | | | | 0.24 | | 0.24 |
| Green Ratio (g | | | | - | | | | | | | | | 814 | | 373 |
| Capacity (c), v | and in case of the local division of the loc | atia (V) | | 210 | 1210 | | | 880 | | | | | 0.759 | | 0.29 |
| Volume-to-Cap | | NAME AND ADDRESS OF TAXABLE PARTY. | | 0.182 | 0.470 | | | 0.86 | | | | | 255.4 | | 80.4 |
| The structure of the structure of the | 1011 - 101 - 10 - 10 - 10 - 10 - 10 - 1 | In (95 th percentile) | | 31.9 | 196.1 | | | 509. | the second second second | | | | | - | 3.2 |
| the state of the s | of the other designs, say the | eh/In (95 th percent | | 1.3 | 7.7 | | | 20.0 | in the second second | | | | 10.1 | | 0.00 |
| Include the second s | owners the sub- | (RQ) (95 th percen | uie) | 0.00 | 0.00 | | | 0.00 | | | | | 0.00 | | 26.7 |
| Uniform Delay | and the second second | the second s | | 33.8 | 7.6 | | | 20.0 | and the local division of the | | | | 30.3 | | |
| Incremental De | | the second s | | 0.2 | 0.1 | | | 8.2 | | | | | 3.7 | | 0.2 |
| and the second se | itial Queue Delay (d 3), s/veh | | | 0.0 | 0.0 | | | 0.0 | the state of the s | | | | 0.0 | | 0.0 |
| | ontrol Delay (d), s/veh | | | 34.0 | 7.7 | | | 28.2 | and the second second | | and a | | 34.0 | | 26.8 |
| | evel of Service (LOS) | | | C | A | | | C | B | | | | C | | C |
| and the second is not with it was an | Approach Delay, s/veh / LOS ntersection Delay, s/veh / LOS | | | 9.4 | | A 2' | 25.5 | | C | 0.0 | | | 32.9 C | | C |
| muersection De | nay, s/V | | 1. 140 | Warten | 0.80 12 | 2. | 3.5 | 1113 | 1 9 10 10 B | 1000 | 1003 | in the second | SING ST | 13.1 | TOPICS. |
| Multimodal Re | ultimodal Results | | | | EB | | 1200.0 | WE | 3 | - Co | NB | and one | 1 | SB | 1200 |
| And in case of the local data and the local data an | | LOS | | 0.7 | | A | 2.4 | | В | 2.8 | | C | 2.3 | | В |
| | lestrian LOS Score / LOS /cle LOS Score / LOS | | | | | A | 2.0 | | В | | | | | | F |

HCS719 Streets Version 7.3

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| Contraction of the state | 1.000 | HUS | 1 319 | nalize | u inte | ersect | ION R | esu | 115 | Jum | illiai y | 10.3-3 | 2005 | | 2.762 | - |
|--------------------------------|--|--|----------------|--|---|---------------|-------------------------------|-----------------|--------------------|---|----------|----------------|--------------------|-----------------------|------------|--|
| Conservation | | 12. 网络普通新教 | Serth | <u>- 6-</u> | 利产力 | 7 21 | 10000 | No. of Lot, No. | Inter | nonti | an Info | rmatic | | 1 1. | l Jane b | 1.4 |
| General Inform | nation | | | | | | | | - | | | 0.25 | 'n | | յլլ | |
| Agency | | Solaegui Engineers | | 1 | | 10 | 0017 | | A REAL PROPERTY OF | tion, I | _ | 1 | | | i. | 8-37 |
| Analyst | | MSH | | Contraction of the local division of the loc | and the second se | Sep 13 | | | PHF | Туре | | Other | | | 1 | ~. |
| Jurisdiction | | NDOT | | Time F | The local division in which the | | ak Hou | - | - | - | ariad | 1> 7:0 | 0 | | Send | |
| Urban Street | | | | | is Year | + Kiley | the party of the party of the | | Anar | ysis P | enou | 1-7.0 | 0 | - | | |
| Intersection | | Highland Ranch & A | Access | File Na | ime | HrPa1 | 7pwo.xi | .15 | | | | 145- | | | 1.1.454 | 1 1 |
| Project Descrip | tion | - | - | | - | | - | | - | | - | _ | Contraction of the | - | ACC STREET | |
| Denne diafe | a shi su | (64 - 103 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - | 10 | 100 | EB | Sold of | 14 24 | W | D | | 10100 | NB | 1 21 | and the second second | SB | 25460 |
| Demand Inform Approach Move | | | | L | T | R | L | T | - second | R | L | T | R | LI | T | R |
| 1. | | | | 98 | 703 | 0 | - | 64 | - | 555 | | 1 | 1 | 334 | | 59 |
| Demand (v), v | en/m | AL SALE MUCH STATE | 20.00 | 90 | 103 | and the state | Sectores. | 04 | 10 | 000 | in state | 2 | ALC: NO | 004 | to the | 1.00 |
| Signal Informa | ation | All and the state of the state of the | Concernance of | 1 Contraction of the | Vislation I | 3 | 111. | CREAT IN | | | 1 | distant in the | and the second | 1 | - | 1 |
| Cycle, s | 85.0 | Reference Phase | 2 | | 2 | -> 4 | = 2 4 | | | | | | - | | | \sim |
| Offset, s | 0.0 | Reference Point | End | - | | 1 | - | - | | | 0.0 | _ | 1 | 2 | 3 | -4, |
| Uncoordinated | Yes | Simult. Gap E/W | On | Green Yellow | | 40.0 | 20.0 | 0.0 | | 0.0 | 0.0 | - | 2 | 4 | | |
| Force Mode | Fixed | and the second sec | On | Red | 1.0 | 1.0 | 1.0 | 0.0 | | 0.0 | 0.0 | | | | 1 | |
| I DICE MODE | Tixed | Tolinait. Oup 140 | -11-11-11-1 | TTOU | 10100 | Propaga to | GIEN AS | U.S. | - | in the | 27.70 | 78212 | 11.5 | 1715 214 | 1.50 | Wall Ist |
| Timer Results | 4000mes | and the second of the | 0 | EBL | | EBT | WBI | | WB | TI | NBL | Competence of | NBT | SBL | | SBT |
| Assigned Phas | | | | 5 | | 2 | | | 6 | 1 | | | | 1 | | 4 |
| Case Number | - | | | 2.0 | | 4.0 | - | | 7.3 | 3 | | | | 1 | | 9.0 |
| Phase Duration |). S | | | 15.0 | | 60.0 | | - | 45. | | | | | 1 | | 25.0 |
| Change Period | | c) S | | 5.0 | | 5.0 | - | | 5.0 | | | | | 1 | - | 5.0 |
| Max Allow Hea | | and the second sec | - | 3.1 | - | 3.1 | | - | 3.1 | - | | - | | 1 | - | 3.2 |
| Queue Clearan | | | | 6.8 | _ | 22.7 | | - | 28. | the second se | | - | | | | 9.6 |
| Green Extensio | and the second division of the second divisio | Committee of the second s | | 0.0 | | 4.6 | | | 4.0 | | | | | 1 | 1 | 0.8 |
| Phase Call Pro | _ | - inter- | | 1.00 | | 1.00 | 1 | | 1.0 | | | 1 | | 1 | - | 1.00 |
| Max Out Proba | | | | 0.87 | | 0.15 | - | | 0.3 | | | | _ | 1 | | 0.01 |
| Max out 11000 | ionity i | Sala and and | 1 miles | Carllen 1 | . Styles | Der 189 | TAT | 100 | EG. | | Side | ain I | 12-3 | to della | 5.63 | uniter a |
| Movement Gro | oup Re | sults | | 1 | EB | | | WE | 3 | | | NB | | | SB | |
| Approach Move | ement | | | L | T | R | L | Т | | R | L | Т | R | L | Т | R |
| Assigned Move | ement | | at star | 5 | 2 | | | 6 | 12 | 16 | | | | 7 | | 14 |
| Adjusted Flow | Rate (v | /), veh/h | | 107 | 764 | 2.11 | | 699 | 9 4 | 95 | - | | | 363 | | 64 |
| Adjusted Satur | ation FI | ow Rate (s), veh/h/ | In | 1781 | 1870 | | - | 187 | 0 1 | 585 | | | | 1730 | | 1585 |
| Queue Service | Time (| g s), S | | 4.8 | 20.7 | | | 26.8 | 8 2 | 0.4 | | | | 7.6 | _ | 2.7 |
| Cycle Queue C | learanc | ce Time (g c), s | | 4.8 | 20.7 | | | 26.8 | B 2 | 0.4 | - | | | 7.6 | | 2.7 |
| Green Ratio (g | g/C) | | | 0.12 | 0.65 | | | 0.47 | 7 0 | .47 | | | | 0.24 | | 0.24 |
| Capacity (c), | veh/h | | _ | 210 | 1210 | | | 880 | _ | 46 | | | | 814 | | 373 |
| Volume-to-Cap | acity Ra | atio(X) | | 0.508 | 0.631 | | | 0.79 | | 663 | | - | - | 0.446 | | 0.172 |
| Back of Queue | (Q), f | Vin (95 th percentile |) | 94 | 289.5 | | | 436. | 7 29 | 91.8 | | | - | 139.3 | _ | 46 |
| Back of Queue | (Q), V | eh/In (95 th percent | ile) | 3.7 | 11.4 | | | 17.2 | 2 1 | 1.5 | | | | 5.5 | _ | 1.8 |
| Queue Storage | e Ratio | (RQ) (95 th percen | tile) | 0.00 | 0.00 | | | 0.00 | 0 0 | .00 | | | | 0.00 | | 0.00 |
| Uniform Delay | (d1). : | s/veh | | 35.2 | 9.0 | | | 19.0 | 0 1 | 7.3 | | | | 27.8 | | 25.9 |
| Incremental De | elay (d : | 2), s/veh | | 0.8 | 0.8 | 1 | 1 | 4.7 | | 1.8 | | | | 0.1 | | 0.1 |
| Initial Queue D | elay (d | 3), s/veh | | 0.0 | 0.0 | 1 | | 0.0 | | 0.0 | | | 1 | 0.0 | | 0.0 |
| Control Delay | (d), s/v | reh | | 36.0 | 9.8 | 12.2.1 | | 23.7 | 7 1 | 9.1 | _ | | | 27.9 | - | 26.0 |
| Level of Servic | e (LOS) |) | | D | A | | | C | - | B | | | 1 | C | | C |
| Approach Dela | - | THE TOTAL CONTRACTOR OF TOTALO CONTRACTOR OF TOTAL CONTRACTOR OF TOTALO CONTRACTOR OF TOTAL CO | | 13.0 | | В | 21.8 | 3 | C | | 0.0 | | | 27.6 | | С |
| Intersection De | elay, s/v | eh / LOS | - | - | - | 19 | 9.7 | - | the second | 1 | | 1000 | | В | - | the former line |
| Alter Alter | C-7700 | 31 - 13 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 | | 10.01 | 155-1 | Citico | ST.L.S | He | 331 | 100 | C. L | | 236 | 1 states | 3754 | al line |
| Multimodal Re | | | | 1 | EB | | | WE | 11.5 | - | - | NB | - | - | SB | |
| Pedestrian LOS | | And the second se | | 0.7 | | A | 2.4 | | B | | 2.9 | | C | 2.3 | | B |
| | aara / l | | | 10 | | D | 25 | | D | 100 | | | | 1 | 1 | in the second se |

Bicycle LOS Score / LOS

в

1.9

В

F

| ALTA 19.41 (1-2-12) | 611 813 | | all find | No. In | WW CO | E Jak | ATT ST | No. | | Ly in the | - Call | 4003 | 2 W. LANG | E.A. | 18 |
|--|--|--|------------|--|---|---|----------|--|--|-----------|-------------------|--------|-------------|------------|------------|
| General Inform | nation | | | and an and the last | | Contraction of Contraction | | 1 | ntersecti | on Info | ormatio | n | 1 24 | 1 -1 -1 -1 | 1 le |
| Agency | | Solaegui Engineers | - | | _ | | | | uration, | h | 0.25 | | | 111 | |
| Analyst | | MSH | | Analys | is Date | Sep 1 | 3. 2017 | - A A A A A A A A A A A A A A A A A A A | rea Type | | Other | | 1 | 187 J | |
| Jurisdiction | | | | Time P | | | eak Hou | the second s | HF | | 0.92 | | | Calif. | |
| Urban Street | | | | | is Year | - | Base + | | nalysis F | Period | 1> 7:0 | 0 | 14 - A - A | | 1.251 |
| orban oreet | | | | ritarys | 13 100 | Projec | | | anaryoro i | onou | 1. 1.0 | | | | |
| Intersection | | Highland Ranch & A | ccess | File Na | ame | a a secondaria da secondari | 5aw.xu | S | | | 1 | | 1 10 | 1144 | 11 |
| Project Descrip | tion | | | 1 | | 1 constant | | | | | | - | | | |
| | a di parte | States & Martin | 1 Gril | 1.1215-23 | 19 5.5 | R. TS | E' F. U | ND XEL | - 24 9.40 | Teren ? | 1. 20 | FARET | ACT -L | The se | A. R. F. |
| Demand Inform | nation | 4 | | 1 | EB | | | WB | | | NB | | | SB | |
| Approach Move | ement | | | L | T | R | L | T | R | L | T | R | L | т | R |
| Demand (v), v | | | | 35 | 400 | | 1 | 350 | 197 | | | | 568 | - | 100 |
| ST. ST. | ले । स | Strange Strange | 21.12 | 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1 | 762 22 | | 1.1 | 234.14 | THE PAR | 9,27 | 1. Aller | 1-1-11 | a Chicard - | | |
| Signal Informa | ation | | | | | 5 | - 1 4 | | | | | | | | |
| Cycle, s | 70.0 | Reference Phase | 2 |] | | -> | 10.00 | | | | | | → . | | K 3 |
| Offset, s | 0 | Reference Point | End | Green | 10.0 | 25.0 | 20.0 | 0.0 | 0.0 | 0.0 | | | K | - | |
| Uncoordinated | Yes | Simult. Gap E/W | On | Yellow | | 4.0 | 4.0 | 0.0 | 0.0 | 10.0 | | 2 | 4 | | |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 1.0 | 1.0 | 1.0 | 0.0 | 10.0 | 0.0 | | 5 | 5 | | |
| And The Party | SAG | A Later Hard State | the second | Contraction of the second | in in | A Date | 15-1-1 | | N. A.V | Jungal | 1 de l'an | 16.12 | i san film | 1.1 | all the |
| Timer Results | | | | EBL | | EBT | WB | L | WBT | NBL | | NBT | SBL | | SBT |
| Assigned Phas | е | | | 5 | | 2 | | | 6 | | | - | | | 4 |
| Case Number | | | | 2.0 | | 4.0 | | | 7.3 | | | | | | 9.0 |
| Phase Duration | 1, S | | | 15.0 | | 45.0 | 1 | | 30.0 | 1.00 | | | 1 | | 25.0 |
| Change Period | (Y+R | c), S | | 5.0 | | 5.0 | | | 5.0 | | | | | | 5.0 |
| Max Allow Hea | | | | 3.1 | | 3.1 | | | 3.1 | | | | | | 3.2 |
| Queue Clearan | and the second second | | | 3.3 | | 11.1 | | | 13.5 | | | | 1 | 1 | 12.9 |
| Green Extensio | | the second s | | 0.0 | all sold in the local division of the local | 1.8 | 1 | | 1.7 | | 1 | | 1 | | 1.2 |
| Phase Call Pro | and the second se | 194710 | | 1.00 | | 1.00 | | | 1.00 | | | | 1 | - | 1.00 |
| Max Out Proba | and the second data in the second | | | 0.00 | _ | 0.02 | | - | 0.05 | | | | | - | 0.14 |
| Max Out 1 1000 | Dinty | Same Barrent | The second | The second | Bar St | | 11-16-18 | Sectors. | 1.54.2 | 1-10 | 13 | Sum S | CINE DI | 121.7 | - 11-7 |
| Movement Gro | oup Res | sults | are care | 1 | EB | | | WB | | | NB | | 1 | SB | |
| Approach Move | ement | | | L | T | R | L | T | R | L | Т | R | L | Т | R |
| Assigned Move | | | | 5 | 2 | | 1 | 6 | 16 | | 12.000 | | 7 | 1 | 14 |
| Adjusted Flow | the second s |), veh/h | | 38 | 435 | | - | 380 | 171 | | 2 | | 617 | | 109 |
| the second s | | ow Rate (s), veh/h/l | n | 1781 | 1870 | 1 | 1 | 1870 | 1585 | | | | 1730 | | 1585 |
| Queue Service | | Contraction of the local division of the loc | | 1.3 | 9.1 | | 1 | 11.5 | 5.4 | 1 | 1 | | 10,9 | | 3.7 |
| A DESCRIPTION OF THE OWNER AND ADDRESS. | | e Time (g c), s | | 1.3 | 9.1 | | | 11.5 | 5.4 | | | | 10.9 | | 3.7 |
| Green Ratio (g | and the second | (3-1)- | | 0.14 | 0.57 | | 1 | 0.36 | 0.36 | | | | 0.29 | | 0.29 |
| Capacity (c), | COMPANY DESCRIPTION OF THE OWNER. | | | 254 | 1069 | 1 | - | 668 | 566 | | | | 988 | | 453 |
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| Analyst | - | MSH | | | | | | | PHF | 2 | 0.92 | | | | ~ _ |
| Jurisdiction | | | | Time F | | | ak Hou | | | Destad | | | | | |
| Urban Street | _ | | | | is Year | Project | t + Kile | y | Analysis I | Period | 1> 7:0 | | | | 18.00 |
| Intersection | | Highland Ranch & A | Access | File Na | ame | HrPa3 | 5awo.x | us | | | | | 10 | 4144 | 1.1 |
| Project Descrip | tion | | | | | | | | | | | | 1 | | _ |
| 1. California C | 1.1 | ALC: REPORT | 100 | 3-11-1 | | 國/27 | Sule - | CALCO I | State of the state | Tatin 1 | NID | and Charles | P SHL TOPP | CD | Write |
| Demand Inform | Contraction of the second | | | | EB | 1 - | | WE | in the second | 1 | NB | 1 0 | 1.1 | SB | 1.0 |
| Approach Move | | | | L | T | R | L | T | R | L | T | R | L | Т | R |
| Demand (v), v | eh/h | and the second second | CTRUCT IN | 35 | 415 | - | - | 363 | 3 197 | - | - | and a summer | 568 | - | 100 |
| Signal Informa | tion | and the second second second | 011155 | 1 | (to said !! | 1 5 | III | ADS/IN | the plants | -ton -to | 20,800 | Call on the | | | al state |
| Cycle, s | 70.0 | Reference Phase | 2 | | | 4 | 25.2 | | | | | 1.000 | - | | 5 |
| Offset, s | 0 | Reference Point | End | 1 | - | - | - | - Contractor Con | - | - | | 1 | 2 | 3 | |
| Uncoordinated | Yes | Simult. Gap E/W | On | Green | | 25.0 | 20.0 | 0.0 | 0.0 | 0.0 | _ | | 2 | | |
| Contraction of the second s | | the second se | the second second | Yellow | 1.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | | | | |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 11.0 | 11.0 | 11.0 | 10.0 | 10.0 | 10.0 | Sector The | Files | 2.2.7.1 | 1000 | 14.2 |
| Timer Results | the second second | | 451 | EBI | AND DOWN | EBT | WB | L | WBT | NBL | T | NBT | SBL | | SBT |
| Assigned Phase | 8 | | | 5 | | 2 | | | 6 | | - | and b | 1 | - | 4 |
| Case Number | - | | | 2.0 | | 4.0 | | - | 7.3 | | | | 1 | | 9.0 |
| Phase Duration | c | | | 15.0 | _ | 45.0 | | | 30.0 | - | - | | 1 | | 25.0 |
| Change Period | | -) 0 | | 5.0 | | 5.0 | | | 5.0 | - | - | - | 1 | - | 5.0 |
| Max Allow Hear | - | No. of Concession, Name of | | 3.1 | the second strength of | 3.1 | | | 3.1 | | - | | - | + | 3.2 |
| Queue Clearan | | | | 3.3 | | 11.5 | | | 14.0 | | | | - | | 12.9 |
| Green Extensio | | | | 0.0 | | 1.8 | | | 1.7 | - | | | | | 1.2 |
| and the second sec | | (ge), s | | 1.00 | | 1.00 | | | 1.00 | | | | | | 1.00 |
| Phase Call Pro | | 10 10 10 10 10 10 | | | | | | - | 0.07 | | | | - | | 0.14 |
| Max Out Proba | DIIITY | A COLORED AND A SUCCESSION | 00340 | 0.00 | 141-150 | 0.03 | N FACIL | 100 M | 0.07 | diam'r. | -150 | 3.300 | 1 State | 500.00 | 0.14 |
| Movement Gro | oup Res | sults | Conception of the local distance of the loca | 1 | EB | | HALF NO. | WB | Carping production in | Conceptual of | NB | | 1 | SB | |
| Approach Move | ement | | | L | Т | R | L | T | R | L | Т | R | L | Τ | R |
| Assigned Move | | | | 5 | 2 | | | 6 | 16 | 1 | | - | 7 | - | 14 |
| Adjusted Flow I | |), veh/h | | 38 | 451 | | - | 395 | 171 | | | | 617 | _ | 109 |
| manufactory of a second s | | ow Rate (s), veh/h/ | In | 1781 | 1870 | - | - | 1870 | | | | | 1730 | | 1585 |
| Queue Service | | and the second se | | 1.3 | 9.5 | | | 12.0 | and the second | | | | 10.9 | | 3.7 |
| and the second se | | e Time (g c), s | | 1.3 | 9.5 | - | | 12.0 | | | - | | 10.9 | | 3.7 |
| Green Ratio (g | Contraction of the local data | | | 0.14 | 0.57 | | | 0.36 | - | | - | | 0.29 | | 0.29 |
| Capacity (c), v | | turber - | | 254 | 1069 | | | 668 | 566 | | | - | 988 | | 453 |
| Volume-to-Cap | of the local division of the local divisiono | atio (X) | | 0.150 | 0.422 | | | 0.591 | | | | | 0.625 | | 0.240 |
| - | | /In (95 th percentile) |) | 24.4 | 144 | | | 215.6 | | | | | 190.9 | - | 58 |
| | and the second second | eh/ln (95 th percent | | 1.0 | 5.7 | | | 8.5 | 3.3 | 1 | | | 7.5 | | 2.3 |
| | | RQ) (95 th percent | - | 0.00 | 0.00 | | | 0.00 | | | | | 0.00 | | 0.00 |
| Uniform Delay | | the second s | | 26.3 | 8.5 | | | 18.3 | | | | | 21.7 | | 19.2 |
| Incremental De | and the part of the second sec | A REAL PROPERTY AND ADDRESS OF AD | | 0.1 | 0.1 | | | 1.0 | 0.1 | | | 1 | 0.9 | | 0.1 |
| Initial Queue D | | | | 0.0 | 0.0 | | | 0.0 | 0.0 | | | | 0.0 | | 0.0 |
| Control Delay (| the second second | the second s | | 26.4 | 8.6 | | - | 19.3 | | | | 1 | 22.7 | | 19.3 |
| Level of Service | | the second s | | C | A | | | B | B | | | | C | | B |
| Approach Dela | | and the second se | | 10.0 | | A | 18.4 | 1000 | В | 0.0 | 1 | | 22.2 | - | C |
| Intersection De | or it was not in our other | a design of the second s | | 10.0 | | | 7.6 | | | 0.0 | _ | | B | | |
| Section De | | State Aug | and S | Think | St. Car | Contract . | IT EVES | 111 | 5 5 125 | 125 | 386.2 | 100 | 100000000 | 202 | The Aven |
| Multimodal Re | sults | | | 1 | EB | | 1 | WB | | | NB | - | 1 | SB | - and the state |
| Pedestrian LOS | | /LOS | | 0.7 | | A | 2.4 | 1 | В | 2.8 | | С | 2.3 | T | В |
| Bicycle LOS So | ore /10 | 28 | | 1.3 | and the second division of the second divisio | A | 1.4 | the second data | A | | | | 1 | | F |

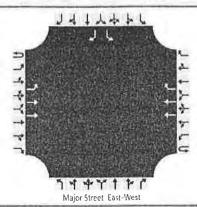
HCS7³⁹ Streets Version 7.3

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| | 1207 | | 1000 | Trite. | ante ante | 1000 | Sec. una | 100 | 2=115-7 | 39.00 | The Carl | Prost. | 2000 | SE! | V23. The |
|---|--|--|-----------------------|----------------|--|------------------|--|-----------|---|----------|----------|-------------|---------|------------|----------|
| General Inform | nation | | and the second second | and the second | Contraction of the local division of the loc | | 25-24, 104 | 1 | ntersect | ion Info | ormatio | on | 2 | al 2. de 1 | 54 |
| Agency | | Solaegui Engineers | | | | | | - | Duration, | | 0.25 | | | յլլ | |
| Analyst | | MSH | | Analy | is Date | Sep 13 | 3 2017 | | Area Typ | | Other | | | | 13 |
| Jurisdiction | | | | Time F | | - | ak Hou | | PHF | 2 | 0.92 | | | 1 | × |
| | - ï | | | | 10000 | | | - | | Destand | - | 00 | | | |
| Urban Street | | | | | sis Year | 2035 E Projec | t + Othe | | Analysis | eriod | 1> 7:0 | 00 | - | | |
| Intersection | | Highland Ranch & A | Access | File Na | ame | HrPa3 | 5pwo.xi | IS | | | | | 1 | 1147 | +1 |
| Project Descrip | tion | | | | | | | | | | | | | | |
| A Contraction of the | -26.2 | S. TEANS MAN | Street. | The L C | till at | 121 Th | James - | 2012 | 1-31-2 | BIT I | 11 2 2 | alle !! | A date | 1. Series | mr R |
| Demand Inform | | | | L | EB | - | 1 | WE | | - | NB | - | - | SB | - |
| Approach Move | and the second second | | | L | T | R | L | T | R | L | T | R | L | Т | R |
| Demand (v), v | eh/h | and the second s | | 98 | 465 | 1 | 1 | 474 | 4 555 | | 1 | - | 334 | | 59 |
| the state of the | The Fair | | 2.2 | 1 dilling | 211.18 | | 12-1-2 | 1000 | Start I | 0.7 - | 1. 1.1.1 | 1.5 (4) | 1-32.30 | SPEC. | NEWS R |
| Signal Informa | | La constantino de la | | 1 | 2 | 1 | 12 2 | | | | | | | | 人 |
| Cycle, s | 70.0 | Reference Phase | 2 | 1 | - | 1 | 1 | - | | | | - | → , | | |
| Offset, s | 0 | Reference Point | End | Green | 10.0 | 25.0 | 20.0 | 0.0 | 0.0 | 0.0 | | | A | | |
| Uncoordinated | Yes | Simult. Gap E/W | On | Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | _ | 1 | - | | |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 1.0 | 1.0 | 11.0 | 0.0 | 0.0 | 0.0 | | . 5 | 4 | 7 | 10000000 |
| Mart Martal | Ser. | | Star all | 1 Martin | E. Male | Enter | and the state | 2 1 | FUT LIN | | 1 miles | - the state | - | 242 | - the |
| Timer Results | 100 | | | EBI | - | EBT | WBI | - | WBT | NBL | - | NBT | SBL | | SBT |
| Assigned Phas | е | | | 5 | | 2 | | | 6 | 1.1 | | | - | | 4 |
| Case Number | _ | | | 2.0 | | 4.0 | | | 7.3 | | | | | | 9.0 |
| Phase Duration | 1, S | | | 15.0 | | 45.0 | | | 30.0 | | | | 1 | | 25.0 |
| Change Period | (Y+R | c), S | | 5.0 | 1 | 5.0 | - | | 5.0 | | | | | | 5.0 |
| Max Allow Hea | dway (/ | MAH), s | | 3.1 | 1 | 3.1 | | | 3.1 | | | _ | | | 3.2 |
| Queue Clearan | ce Time | e (gs), s | | 5.8 | | 13.1 | 1 | | 19.1 | | | | 1 | | 7.9 |
| Green Extensio | n Time | (ge), s | | 0.1 | | 2.7 | | | 1.9 | | | | 1 | 11 | 0.8 |
| Phase Call Pro | | | | 1.00 | | 1.00 | - | | 1.00 | | 1 | | | 110 | 1.00 |
| Max Out Proba | | | - | 0.25 | - | 0.14 | | | 0.53 | | | - | | | 0.00 |
| production of the | Sec | mart all all the | Since | in china | 12 | in stall | 20.00 | 19415 | 40° ME | 1000 | C.C. | 1.20 | Mary - | 1. 57 | delle t |
| Movement Gro | oup Res | sults | | | EB | | 2 | WB | | | NB | | | SB | |
| Approach Move | ement | | | L | T | R | L | Т | R | L | T | R | L | Т | R |
| Assigned Move | ment | | | 5 | 2 | | | 6 | 16 | | | | 7 | | 14 |
| Adjusted Flow I | Rate (v |), veh/h | | 107 | 505 | | | 515 | 386 | | | | 363 | | 64 |
| Adjusted Satur | ation Flo | ow Rate (s), veh/h/l | n | 1781 | 1870 | - | | 1870 | 1585 | | | | 1730 | | 158 |
| Queue Service | and the second second | and the state of the second state of the | | 3.8 | 11.1 | | 1 | 17.1 | and the second se | | | | 5.9 | - | 2.1 |
| | - | e Time (gc), s | | 3.8 | 11.1 | | | 17.1 | 14.5 | | | | 5.9 | | 2.1 |
| Green Ratio (g | | | ~ ~ | 0.14 | 0.57 | | | 0.36 | | | | 1 | 0.29 | 1.5 | 0.29 |
| Capacity (c), v | | Here | - | 254 | 1069 | - | | 668 | 566 | | | | 988 | | 453 |
| Volume-to-Cap | the second s | atio (X) | | 0.419 | 0.473 | | | 0.771 | - | | | 1 | 0.367 | | 0.14 |
| | and the second division of the | /In (95 th percentile) | | 71.5 | 167.3 | 1000 | | 307.9 | | | 1 | | 100.4 | | 33.2 |
| the second s | | eh/In (95 th percent | | 2.8 | 6.6 | | | 12.1 | | | | | 4.0 | | 1.3 |
| The second se | | RQ) (95 th percent | | 0.00 | 0.00 | | | 0.00 | | | | 1 | 0.00 | | 0.00 |
| Uniform Delay | | the second state of the se | | 27.3 | 8.8 | | | 20.0 | 19.1 | | - | - | 20.0 | | 18.6 |
| Incremental De | | statistics of the division of the second second second | | 0.4 | 0.1 | | | 5.0 | 2.8 | | | | 0.1 | | 0.1 |
| Initial Queue D | | and the second se | | 0.0 | 0.0 | | | 0.0 | 0.0 | | | | 0.0 | | 0.0 |
| Control Delay (| and the second s | and a second sec | | 27.8 | 8.9 | | | 25.0 | - | | | | 20.0 | | 18. |
| Level of Service | Contraction of the local division of the loc | the second se | | C | A | | | 25.0 C | C | | | | C | | B |
| Approach Dela | | the second s | | 12.2 | | В | 23.7 | | C | 0.0 | | | 19.8 | | B |
| Intersection De | | a defendent of the second s | | 12.4 | - | 19 | | 1.00 | 0 | 0.0 | | | B 19.0 | 1 | 0 |
| intersection De | ay, sive | ST / LOO | Tor March | STREET | Sel | 18 | And in case of the local division of the loc | 1 | 5-3645 | 3 11 | 17.02-2 | THO: Y | D. | 15-110 | 19 1953 |
| Multimodal Re | sulte | and the second second | 12 305 | the second | EB | 11414 | a land | WB | A STATES | | NB | = 20.1 | - | SB | 141.20 |
| manufioual Ne | In Conduct Statement | 11.00 | (| 0.7 | | A | 2.4 | - | В | 3.0 | | C | 2.3 | - 00 | В |
| Pedestrian LOS | S Score | 1108 | | | | | | | | | | | | | |

| ieneral Information | | Site Information | |
|--------------------------|--------------------------|----------------------------|---------------------------|
| Analyst | MSH | Intersection | Highland Ranch & Frontage |
| Agency/Co. | Solaegui Engineers | Jurisdiction | City of Sparks |
| Date Performed | 9/15/2017 | East/West Street | Highland Ranch Parkway |
| Analysis Year | 2017 | North/South Street | Frontage Road |
| Time Analyzed | AM Ex. + Project + Other | Peak Hour Factor | 0.92 |
| Intersection Orientation | East-West | Analysis Time Period (hrs) | 0.25 |

Lanes



| Approach | | Easth | bound | | | West | bound | | | North | bound | | |
|------------------------------|--------|--------|--------|-----|--------|------|-------|-----|---|-------|-------|---|---|
| Movement | U | L | T | R | υ | L | Т | R | U | L | Т | R | U |
| Priority | 10 | 1 | 2 | 3 | 40 | 4 | 5 | 6 | | 7 | 8 | 9 | |
| Number of Lanes | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 1 | | 0 | 0 | 0 | |
| Configuration | | L | Т | | | | T | R | | | | | |
| Volume, V (veh/h) | | 37 | 1054 | | | | 869 | 117 | 1 | | | | |
| Percent Heavy Vehicles (%) | | 2 | | | | | | | | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | | | | | |
| Right Turn Channelized | | t | No | | | 1 | NO | | | ٢ | 10 | | |
| Median Type/Storage | | | | Und | ivided | | | | | | | | |
| Critical and Follow-up H | eadwa | ys | | | | | | | | | | | |
| Base Critical Headway (sec) | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | 1 | | | | | | | | | | | | |
| Delay, Queue Length, an | d Leve | l of S | ervice | | - | | | | | | | | |
| | 1 | 1 | 1 | | 1 | 1 | 1 | T | - | 1 | 1 | 1 | 1 |

26 Flow Rate, v (veh/h) 40 136 646 91 538 Capacity, c (veh/h) 0.06 1,49 0,05 v/c Ratio 95% Queue Length, Q95 (veh) 0.2 10.5 0.2 352.5 12.0 Control Delay (s/veh) 10.9 Level of Service, LOS В F В Approach Delay (s/veh) 0.4 297.8 ۴ Approach LOS

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Vehicle Volumes and Adjustments

Southbound

T

11

0

R

12

1

R

24

2

L

10

1

L

125

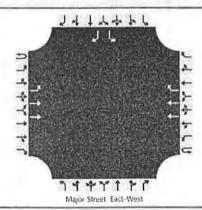
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No

| General Information | | Site Information | |
|--------------------------|--------------------------|----------------------------|---------------------------|
| Analyst | MSH | Intersection | Highland Ranch & Frontage |
| Agency/Co. | Solaegui Engineers | Jurisdiction | City of Sparks |
| Date Performed | 9/15/2017 | East/West Street | Highland Ranch Parkway |
| Analysis Year | 2017 | North/South Street | Frontage Road |
| Time Analyzed | PM Ex. + Project + Other | Peak Hour Factor | 0.92 |
| Intersection Orientation | East-West | Analysis Time Period (hrs) | 0.25 |
| Project Description | | | |

Lanes

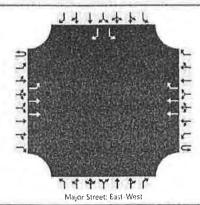


| Vehicle | Volumes | and | Adjustments | |
|---------|---------|-----|-------------|--|
| | | | | |

| Approach | | Easth | oound | | | West | tbound | | | North | bound | | | South | bound | |
|------------------------------|---------|--------|--------|------|-------|------|--------|-----------|---|-------|-------|---|---|--------|-------|------|
| Movement | U | L | Т | R | U | L | Т | R | U | L | Т | R | U | L | т | R |
| Priority | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 | | 7 | 8 | 9 | | 10 | 11 | 12 |
| Number of Lanes | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 1 | | 0 | 0 | 0 | | 1 | 0 | 1 |
| Configuration | | L | Т | | | | Т | R | | | 4.20 | | | L | | R |
| Volume, V (veh/h) | | 28 | 1009 | | | | 1158 | 180 | | | | | | 164 | | 40 |
| Percent Heavy Vehicles (%) | | 2 | | | | | | | | | | | | 2 | | 2 |
| Proportion Time Blocked | 1 | | | | | | | | 5 | 1 | | | | | | |
| Percent Grade (%) | | | | | | | | Apprent 1 | | | | | | (|) | |
| Right Turn Channelized | | ٦ | No | | | | No | | | ٦ | 10 | | | N | o | |
| Median Type/Storage | 1 | | | Undi | vided | | | | | | | | | - | | |
| Critical and Follow-up H | leadwa | ys | | | | | | | | | | | | | | |
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | - | | | | | | 1 | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Delay, Queue Length, an | nd Leve | l of S | ervice | | | | | | | | | | | | | |
| Flow Rate, v (veh/h) | | 30 | | | | | T | | | | | | | 178 | | 43 |
| Capacity, c (veh/h) | | 461 | 1111 | | | | | | 1 | | | | | 60 | | 424 |
| v/c Ratio | | 0.07 | | | | | | | | | | | | 2.97 | | 0,10 |
| 95% Queue Length, Q95 (veh) | | 0.2 | | | | | 1.2 | | | | | | | 18,4 | | 0.3 |
| Control Delay (s/veh) | | 13,4 | | | | | | | | | | | | 1036.1 | | 14,4 |
| Level of Service, LOS | | В | | | | | | | | | | | | F | | В |
| Approach Delay (s/veh) | | (|),4 | | | | | | | | | | | 837.3 | | |
| Approach LOS | | | | | | | | | | | | | | | F | |

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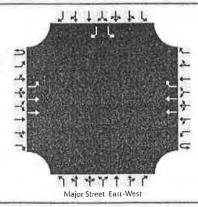
| General Information | | Site Information | |
|--------------------------|---------------------------|----------------------------|---------------------------|
| Analyst | MSH | Intersection | Highland Ranch & Frontage |
| Agency/Co. | Solaegui Engineers | Jurisdiction | City of Sparks |
| Date Performed | 9/15/2017 | East/West Street | Highland Ranch Parkway |
| Analysis Year | 2035 | North/South Street | Frontage Road |
| Time Analyzed | AM Base + Project + Other | Peak Hour Factor | 0.95 |
| Intersection Orientation | East-West | Analysis Time Period (hrs) | 0.25 |
| Project Description | | | |



| Approach | | Easth | bound | | | West | bound | | | North | bound | | | South | bound | |
|---|--------|---------|--------|------|-------|------|-------|-----|---|-------|-------|-----|---|-------|-------|------|
| Movement | U | L | T | R | U | L | Т | R | U | E | Т | R | U | L | Т | R |
| Priority | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 | | 7 | 8 | 9 | 1 | 10 | 11 | 12 |
| Number of Lanes | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 1 | | 0 | 0 | 0 | | 1 | 0 | 1 |
| Configuration | | L | T | | | | Т | R | | | | | | L | 1 | R |
| Volume, V (veh/h) | | 37 | 946 | | | | 536 | 117 | | | | | | 125 | | 24 |
| Percent Heavy Vehicles (%) | | 2 | | | | | | | | | | 1.1 | | 2 | | 2 |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | 0 | | 100 | | | | | | | | C |) | |
| Right Turn Channelized | | M | lo | | | 1 | ٧o | | 1 | N | 10 | | | N | 0 | |
| Median Type/Storage | | | | Undi | vided | | | | 1 | | | | | | _ | |
| Critical and Follow-up H | eadway | eadways | | | | | | | | | | | | | | |
| Base Critical Headway (sec) | T | | | | | | | | | | | | 1 | | | |
| Critical Headway (sec) | 1 | | | 1000 | | | | | | | | | | | 1 | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Delay, Queue Length, an | d Leve | l of S | ervice | | | | | | | | | | | | | |
| Flow Rate, v (veh/h) | T | 39 | 1 | | 1 | 1 | | | | | | | | 132 | | 25 |
| Capacity, c (veh/h) | | 903 | | | | | | 1 | | | | | | 186 | | 715 |
| v/c Ratio | | 0.04 | | | | | | | | | | | | 0,71 | | 0,03 |
| 95% Queue Length, Q ₉₅ (veh) | | 0.1 | | | | | | | | | | | | 4.4 | | 0.1 |
| Control Delay (s/veh) | | 9.2 | | | | | | | | | | | | 61.2 | | 10,2 |
| Level of Service, LOS | | A | | | | | | | | | | | | F | | 8 |
| Approach Delay (s/veh) | 1 | C |).3 | | | | | | | | | | | 53 | 0,0 | |
| Approach LOS | | | | | | | | | | | | | | f | - | - |

| General Information | | Site Information | |
|--------------------------|---------------------------|----------------------------|---------------------------|
| Analyst | MSH | Intersection | Highland Ranch & Frontage |
| Agency/Co. | Solaegui Engineers | Jurisdiction | City of Sparks |
| Date Performed | 9/15/2017 | East/West Street | Highland Ranch Parkway |
| Analysis Year | 2035 | North/South Street | Frontage Road |
| Time Analyzed | PM Base + Project + Other | Peak Hour Factor | 0.95 |
| Intersection Orientation | East-West | Analysis Time Period (hrs) | 0.25 |
| Project Description | | | |

Lanes



| Vehicle Volumes and Adj Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|-----------|--------|--------|---|-----------|---|-----|-----|------------|---|---|---|------------|-------|-----|------|
| Movement | | L | Т | R | U | L | Т | R | U | L | Т | R | U | L | т | R |
| | | | 2 | 3 | - | - | 5 | 6 | | 7 | 8 | 9 | 0 | 10 | 11 | 12 |
| Priority | 10 | 1 | - | - | 40 | 4 | | | | | | | - | | | 12 |
| Number of Lanes | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 1 | | 0 | 0 | 0 | | 1 | 0 | - |
| Configuration | | L | Т | | | | Т | R | | | | | | L | | R |
| Volume, V (veh/h) | | 28 | 771 | | | | 989 | 180 | | | | | | 164 | | 40 |
| Percent Heavy Vehicles (%) | | 2 | | | | | | | () | 1 | | | - | 2 | | 2 |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | | | | | | (|) | |
| Right Turn Channelized | No | | | | No | | | | No | | | | No | | | |
| Median Type/Storage | Undivided | | | | | | | | | | | | | | | |
| Critical and Follow-up H | eadway | ys | | | | | | | | | | | | | | |
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | 1.1 | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | 1 | 1 | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Delay, Queue Length, an | d Leve | l of S | ervice | | | | | | | | | | | | | |
| Flow Rate, v (veh/h) | 1 | 29 | | | | | T | | | | | | | 173 | | 42 |
| Capacity, c (veh/h) | | 562 | | | | | | | | | | | | 106 | | 501 |
| v/c Ratio | | 0.05 | | | | | | | | | | | | 1,63 | | 0.08 |
| 95% Queue Length, Q ₉₅ (veh) | | 0.2 | | | | | | | | | | | | 13.2 | | 0.3 |
| Control Delay (s/veh) | | 11.7 | | | | | | | | | | | | 392.3 | | 12.8 |
| Level of Service, LOS | | В | | | | | | | | | | | | F | | В |
| Approach Delay (s/veh) | 0,4 | | | | | | | | | - | | | | 31 | 8.2 | - |
| Approach LOS | | | | | | | | | - | | | | | - | - | |

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