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

Paul V. Jaroni 2-12-18 EXP 6-30-18



STATE OF NEVADA DEPARTMENT OF TRANSPORTATION

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

February 22, 2018

BRIAN SANDOVAL Governor RUDY MALFABON, P.E., Director

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

Attention: Ms. Karen Melby, Planner

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

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 process may require additional 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:

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

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IVIAX Out Probability	新区域包含基础	V. 7	5.2 T						MATE A					
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Approach Movement			L	Т	R	L	Т	R	L	Т	R	L	T	R
Assigned Movement		10/AV	100000000000000000000000000000000000000	4	MARCH	COMMUNICATION OF	8	OF MANAGEMEN	5	2	12	THIS PRESENT	6	16
Adjusted Flow Rate	A CARLO SECTION AND A SECTION		7	251.LA119	長の交換に関する	3	0	THE DESCRIPTION	A CONTRACTOR	SOFER SERVICE	190504-04-0	1		10
			396	468		25	249	Marie Carrier	273	559	20	1 511	1396	407
		/In					249 178	1		559 1781	20 1556	511 1730	1396 1781	407 1556
	(v), veh/h Flow Rate (s), veh/h/	/In	396	468		25	249 178 7.6	1	273	559 1781 13.6	20 1556 0.9	511 1730 16.6	1396 1781 45.1	407 1556 24.8
Adjusted Saturation	(v), veh/h Flow Rate (s), veh/h/ (g s), s	/In	396 1730	468 1781		25 1730	249 178	1	273 1730 8.9 8.9	559 1781 13.6 13.6	20 1556 0.9 0.9	511 1730 16.6 16.6	1396 1781 45.1 45.1	407 1556 24.8 24.8
Adjusted Saturation Queue Service Time	(v), veh/h Flow Rate (s), veh/h/ (g s), s	/ln	396 1730 12.9	468 1781 14.5 14.5 0.20		25 1730 0.8 0.8 0.08	249 178 7.6 7.6 0.16	1 3	273 1730 8.9 8.9 0.13	559 1781 13.6 13.6 0.39	20 1556 0.9 0.9 0.39	511 1730 16.6 16.6 0.20	1396 1781 45.1 45.1 0.42	407 1556 24.8 24.8 0.42
Adjusted Saturation Queue Service Time Cycle Queue Cleara	(v), veh/h Flow Rate (s), veh/h/ (gs), s nce Time (gs), s	/In	396 1730 12.9	468 1781 14.5 14.5		25 1730 0.8 0.8 0.08 288	249 178 7.6 7.6 0.16 564	1 3 1	273 1730 8.9 8.9 0.13 461	559 1781 13.6 13.6 0.39 1395	20 1556 0.9 0.9 0.39 609	511 1730 16.6 16.6 0.20 692	1396 1781 45.1 45.1 0.42 1484	407 1556 24.8 24.8 0.42 648
Adjusted Saturation Queue Service Time Cycle Queue Cleara Green Ratio (g/C)	(<i>v</i>), veh/h Flow Rate (<i>s</i>), veh/h/ (<i>g s</i>), s nce Time (<i>g c</i>), s	/in	396 1730 12.9 12.9 0.17	468 1781 14.5 14.5 0.20 712 0.658		25 1730 0.8 0.8 0.08 288 0.087	249 178 7.6 7.6 0.16 564 0.44	1 3 3 1 1	273 1730 8.9 8.9 0.13 461 0.592	559 1781 13.6 13.6 0.39 1395 0.401	20 1556 0.9 0.9 0.39 609 0.032	511 1730 16.6 16.6 0.20 692 0.738	1396 1781 45.1 45.1 0.42 1484 0.941	407 1556 24.8 24.8 0.42 648 0.627
Adjusted Saturation Queue Service Time Cycle Queue Cleara Green Ratio (g/C) Capacity (c), veh/h Volume-to-Capacity	(<i>v</i>), veh/h Flow Rate (<i>s</i>), veh/h/ (<i>g s</i>), s nce Time (<i>g c</i>), s		396 1730 12.9 12.9 0.17 577	468 1781 14.5 14.5 0.20 712 0.658 272.2		25 1730 0.8 0.8 0.08 288	249 178 7.6 7.6 0.16 564 0.44 150.	1 3 3 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	273 1730 8.9 8.9 0.13 461 0.592 172.5	559 1781 13.6 13.6 0.39 1395 0.401 239.4	20 1556 0.9 0.9 0.39 609 0.032 15.5	511 1730 16.6 16.6 0.20 692 0.738 292.6	1396 1781 45.1 45.1 0.42 1484 0.941 705.2	407 1556 24.8 24.8 0.42 648 0.627 363.6
Adjusted Saturation Queue Service Time Cycle Queue Cleara Green Ratio (g/C) Capacity (c), veh/h Volume-to-Capacity Back of Queue (Q), Back of Queue (Q)	(v), veh/h Flow Rate (s), veh/h/ (gs), s nce Time (gc), s Ratio (X) , ft/in (95 th percentile, veh/in (95 th percent	e) tile)	396 1730 12.9 12.9 0.17 577 0.686	468 1781 14.5 14.5 0.20 712 0.658		25 1730 0.8 0.8 0.08 288 0.087 15.6 0.6	249 178 7.6 7.6 0.16 564 0.44 150.	1 3 1 1 4	273 1730 8.9 8.9 0.13 461 0.592 172.5 6.8	559 1781 13.6 13.6 0.39 1395 0.401 239.4 9.4	20 1556 0.9 0.9 0.39 609 0.032 15.5	511 1730 16.6 16.6 0.20 692 0.738 292.6 11.5	1396 1781 45.1 45.1 0.42 1484 0.941 705.2 27.8	407 1556 24.8 24.8 0.42 648 0.627 363.6 14.3
Adjusted Saturation Queue Service Time Cycle Queue Cleara Green Ratio (g/C) Capacity (c), veh/h Volume-to-Capacity Back of Queue (Q), Back of Queue (Q)	(v), veh/h Flow Rate (s), veh/h/ (gs), s nce Time (gs), s Ratio (X) , ft/in (95 th percentile	e) tile)	396 1730 12.9 12.9 0.17 577 0.686 245.4	468 1781 14.5 0.20 712 0.658 272.2 10.7 0.00		25 1730 0.8 0.8 0.08 288 0.087 15.6 0.6	249 178 7.6 7.6 0.16 564 0.44 150. 5.9	1	273 1730 8.9 8.9 0.13 461 0.592 172.5 6.8 0.00	559 1781 13.6 13.6 0.39 1395 0.401 239.4 9.4 0.00	20 1556 0.9 0.9 0.39 609 0.032 15.5 0.6	511 1730 16.6 16.6 0.20 692 0.738 292.6 11.5 0.00	1396 1781 45.1 45.1 0.42 1484 0.941 705.2 27.8 0.00	407 1556 24.8 24.8 0.42 648 0.627 363.6 14.3 0.00
Adjusted Saturation Queue Service Time Cycle Queue Cleara Green Ratio (g/C) Capacity (c), veh/h Volume-to-Capacity Back of Queue (Q), Back of Queue (Q)	(v), veh/h Flow Rate (s), veh/h/ (gs), s nce Time (gc), s Ratio (X) , ft/ln (95 th percentile, veh/ln (95 th percentile)	e) tile)	396 1730 12.9 12.9 0.17 577 0.686 245.4 9.7 0.00 47.0	468 1781 14.5 0.20 712 0.658 272.2 10.7 0.00 44.2		25 1730 0.8 0.8 0.08 288 0.087 15.6 0.6 0.00 50.8	249 178 7.6 7.6 0.16 564 0.44 150. 5.9 0.00 45.7	1	273 1730 8.9 8.9 0.13 461 0.592 172.5 6.8 0.00 48.9	559 1781 13.6 13.6 0.39 1395 0.401 239.4 9.4 0.00 26.3	20 1556 0.9 0.9 0.39 609 0.032 15.5 0.6 0.00 22.5	511 1730 16.6 16.6 0.20 692 0.738 292.6 11.5 0.00 45.1	1396 1781 45.1 45.1 0.42 1484 0.941 705.2 27.8 0.00 33.6	407 1556 24.8 24.8 0.42 648 0.627 363.6 14.3 0.00 27.6
Adjusted Saturation Queue Service Time Cycle Queue Cleara Green Ratio (g/C) Capacity (c), veh/h Volume-to-Capacity Back of Queue (Q) Back of Queue (Q) Queue Storage Ratio	(v), veh/h Flow Rate (s), veh/h/ (gs), s nce Time (gc), s Ratio (X) , ft/in (95 th percentile , veh/in (95 th percentile o (RQ) (95 th percentile	e) tile)	396 1730 12.9 412.9 0.17 577 0.686 245.4 9.7 0.00	468 1781 14.5 0.20 712 0.658 272.2 10.7 0.00		25 1730 0.8 0.8 0.08 288 0.087 15.6 0.6	249 178 7.6 7.6 0.16 564 0.44 150. 5.9 0.00 45.	1	273 1730 8.9 8.9 0.13 461 0.592 172.5 6.8 0.00 48.9	559 1781 13.6 0.39 1395 0.401 239.4 9.4 0.00 26.3 0.9	20 1556 0.9 0.9 0.39 609 0.032 15.5 0.6 0.00 22.5	511 1730 16.6 16.6 0.20 692 0.738 292.6 11.5 0.00 45.1 3.7	1396 1781 45.1 45.1 0.42 1484 0.941 705.2 27.8 0.00 33.6 12.9	407 1556 24.8 24.8 0.42 648 0.627 363.6 14.3 0.00 27.6
Adjusted Saturation Queue Service Time Cycle Queue Cleara Green Ratio (g/C) Capacity (c), veh/h Volume-to-Capacity Back of Queue (Q), Back of Queue (Q), Queue Storage Ratio Uniform Delay (d 1)	(v), veh/h Flow Rate (s), veh/h/ (gs), s nce Time (gc), s Ratio (X) , ft/ln (95 th percentile , veh/ln (95 th percentile o (RQ) (95 th percentile o, s/veh d 2), s/veh	e) tile)	396 1730 12.9 12.9 0.17 577 0.686 245.4 9.7 0.00 47.0	468 1781 14.5 0.20 712 0.658 272.2 10.7 0.00 44.2 1.8		25 1730 0.8 0.8 0.08 288 0.087 15.6 0.6 0.00 50.8 0.0	249 178 7.6 7.6 0.16 564 0.44 150. 5.9 0.00 45.7 0.2	1 3 3 3 3 3 3 3 3 3	273 1730 8.9 8.9 0.13 461 0.592 172.5 6.8 0.00 48.9 1.4	559 1781 13.6 0.39 1395 0.401 239.4 9.4 0.00 26.3 0.9	20 1556 0.9 0.9 0.39 609 0.032 15.5 0.6 0.00 22.5 0.1	511 1730 16.6 16.6 0.20 692 0.738 292.6 11.5 0.00 45.1 3.7	1396 1781 45.1 0.42 1484 0.941 705.2 27.8 0.00 33.6 12.9 0.0	407 1556 24.8 24.8 0.42 648 0.627 363.6 14.3 0.00 27.6 4.5
Adjusted Saturation Queue Service Time Cycle Queue Cleara Green Ratio (g/C) Capacity (c), veh/h Volume-to-Capacity Back of Queue (Q), Back of Queue (Q), Queue Storage Ratio Uniform Delay (d 1) Incremental Delay ((v), veh/h Flow Rate (s) , veh/h/ (gs) , s nce Time (gc) , s Ratio (X) , ft/in $(95 th percentile$, veh/in $(95 th percentile)$ o (RQ) $(95 th percentile)$, s/veh (ds) , s/veh	e) tile)	396 1730 12.9 42.9 0.17 577 0.686 245.4 9.7 0.00 47.0 2.8	468 1781 14.5 14.5 0.20 712 0.658 272.2 10.7 0.00 44.2		25 1730 0.8 0.8 0.08 288 0.087 15.6 0.6 0.00 50.8	249 178 7.6 7.6 0.16 564 0.44 150. 5.9 0.00 45.7 0.2	1 3 3 3 3 3 3 3 3 3	273 1730 8.9 8.9 0.13 461 0.592 172.5 6.8 0.00 48.9 1.4 0.0 50.3	559 1781 13.6 0.39 1395 0.401 239.4 9.4 0.00 26.3 0.9 0.0 27.2	20 1556 0.9 0.9 0.39 609 0.032 15.5 0.6 0.00 22.5 0.1	511 1730 16.6 16.6 0.20 692 0.738 292.6 11.5 0.00 45.1 3.7 0.0 48.7	1396 1781 45.1 0.42 1484 0.941 705.2 27.8 0.00 33.6 12.9 0.0 46.5	407 1556 24.8 24.8 0.42 648 0.627 363.6 14.3 0.00 27.6 4.5 0.0 32.2
Adjusted Saturation Queue Service Time Cycle Queue Cleara Green Ratio (g/C) Capacity (c), veh/h Volume-to-Capacity Back of Queue (Q), Queue Storage Ratio Uniform Delay (d 1) Incremental Delay (Initial Queue Delay ((v), veh/h Flow Rate (s), veh/h/ (gs), s nce Time (gc), s Ratio (X) , ft/in (95 th percentile , veh/in (95 th percentile o (RQ) (95 th percentile o, s/veh d2), s/veh (d3), s/veh	e) tile)	396 1730 12.9 42.9 0.17 577 0.686 245.4 9.7 0.00 47.0 2.8 0.0	468 1781 14.5 0.20 712 0.658 272.2 10.7 0.00 44.2 1.8		25 1730 0.8 0.8 0.08 288 0.087 15.6 0.6 0.00 50.8 0.0	249 178 7.6 7.6 0.16 564 0.44 150. 5.9 0.00 45.7 0.2	1 3 3 3 3 3 3 3 3 3	273 1730 8.9 0.13 461 0.592 172.5 6.8 0.00 48.9 1.4 0.0 50.3	559 1781 13.6 0.39 1395 0.401 239.4 9.4 0.00 26.3 0.9 0.0 27.2 C	20 1556 0.9 0.9 0.39 609 0.032 15.5 0.6 0.00 22.5 0.1 0.0 22.6 C	511 1730 16.6 16.6 0.20 692 0.738 292.6 11.5 0.00 45.1 3.7 0.0 48.7	1396 1781 45.1 0.42 1484 0.941 705.2 27.8 0.00 33.6 12.9 0.0 46.5	407 1556 24.8 24.8 0.42 648 0.627 363.6 14.3 0.00 27.6 4.5 0.0 32.2
Adjusted Saturation Queue Service Time Cycle Queue Cleara Green Ratio (g/C) Capacity (c), veh/h Volume-to-Capacity Back of Queue (Q), Back of Queue (Q), Queue Storage Ratio Uniform Delay (d 1) Incremental Delay (Initial Queue Delay (Control Delay (d), see	(v), veh/h Flow Rate (s), veh/h/ (gs), s nce Time (gc), s Ratio (X) , ft/in (95 th percentile, veh/in (95 th percentile), s/veh (d3), s/veh (d3), s/veh	e) tile)	396 1730 12.9 12.9 0.17 577 0.686 245.4 9.7 0.00 47.0 2.8 0.0 49.9	468 1781 14.5 0.20 712 0.658 272.2 10.7 0.00 44.2 1.8 0.0 46.0		25 1730 0.8 0.8 0.08 288 0.087 15.6 0.6 0.00 50.8 0.0	249 178 7.6 7.6 0.16 564 0.44 150. 5.9 0.00 45 0.2	1 3 3 3 3 3 3 3 3 3	273 1730 8.9 8.9 0.13 461 0.592 172.5 6.8 0.00 48.9 1.4 0.0 50.3	559 1781 13.6 0.39 1395 0.401 239.4 9.4 0.00 26.3 0.9 0.0 27.2 C	20 1556 0.9 0.9 0.39 609 0.032 15.5 0.6 0.00 22.5 0.1	511 1730 16.6 16.6 0.20 692 0.738 292.6 11.5 0.00 45.1 3.7 0.0 48.7	1396 1781 45.1 0.42 1484 0.941 705.2 27.8 0.00 33.6 12.9 0.0 46.5	407 1556 24.8 24.8 0.42 648 0.627 363.6 14.3 0.00 27.6 4.5 0.0 32.2
Adjusted Saturation Queue Service Time Cycle Queue Cleara Green Ratio (g/C) Capacity (c), veh/h Volume-to-Capacity Back of Queue (Q), Back of Queue (Q), Queue Storage Ratio Uniform Delay (d 1) Incremental Delay (Initial Queue Delay (Control Delay (d), s Level of Service (LO	(v), veh/h Flow Rate (s), veh/h/ (gs), s nce Time (gc), s Ratio (X) , ft/ln (95 th percentile , veh/ln (95 th percentile) (RQ) (95 th percentile), s/veh (d3), s/veh (s/veh (SS) eh / LOS	e) tile)	396 1730 12.9 0.17 577 0.686 245.4 9.7 0.00 47.0 2.8 0.0 49.9	468 1781 14.5 0.20 712 0.658 272.2 10.7 0.00 44.2 1.8 0.0 46.0	D	25 1730 0.8 0.8 0.08 288 0.087 15.6 0.6 0.00 50.8 0.0 0.0 50.8	249 178 7.6 7.6 0.16 564 0.44 150. 5.9 0.00 45 0.2	1	273 1730 8.9 0.13 461 0.592 172.5 6.8 0.00 48.9 1.4 0.0 50.3	559 1781 13.6 0.39 1395 0.401 239.4 9.4 0.00 26.3 0.9 0.0 27.2 C	20 1556 0.9 0.9 0.39 609 0.032 15.5 0.6 0.00 22.5 0.1 0.0 22.6 C	511 1730 16.6 16.6 0.20 692 0.738 292.6 11.5 0.00 45.1 3.7 0.0 48.7	1396 1781 45.1 0.42 1484 0.941 705.2 27.8 0.00 33.6 12.9 0.0 46.5	407 1556 24.8 24.8 0.42 648 0.627 363.6 14.3 0.00 27.6 4.5 0.0 32.2
Adjusted Saturation Queue Service Time Cycle Queue Cleara Green Ratio (g/C) Gapacity (c), veh/h Volume-to-Capacity Back of Queue (Q), Back of Queue (Q), Queue Storage Ratio Uniform Delay (d 1) Incremental Delay (lnitial Queue Delay (Control Delay (d), s Level of Service (LO Approach Delay, s/v Intersection Delay, s	(v), veh/h Flow Rate (s), veh/h/ (gs), s nce Time (gc), s Ratio (X) , ft/in (95 th percentile , veh/in (95 th percentile , veh/in (95 th percentile) (RQ) (95 th percentile), s/veh (d3), s/veh (d3), s/veh (s/veh PS) eh / LOS	e) tile)	396 1730 12.9 0.17 577 0.686 245.4 9.7 0.00 47.0 2.8 0.0 49.9	468 1781 14.5 0.20 712 0.658 272.2 10.7 0.00 44.2 1.8 0.0 46.0	D	25 1730 0.8 0.8 0.08 288 0.087 15.6 0.6 0.00 50.8 0.0 50.8 D	249 178 7.6 7.6 0.16 564 0.44 150. 5.9 0.00 45 0.2 0.0	1	273 1730 8.9 0.13 461 0.592 172.5 6.8 0.00 48.9 1.4 0.0 50.3	559 1781 13.6 0.39 1395 0.401 239.4 9.4 0.00 26.3 0.9 0.0 27.2 C	20 1556 0.9 0.9 0.39 609 0.032 15.5 0.6 0.00 22.5 0.1 0.0 22.6 C	511 1730 16.6 16.6 0.20 692 0.738 292.6 11.5 0.00 45.1 3.7 0.0 48.7 D	1396 1781 45.1 0.42 1484 0.941 705.2 27.8 0.00 33.6 12.9 0.0 46.5	407 1556 24.8 24.8 0.42 648 0.627 363.6 14.3 0.00 27.6 4.5 0.0 32.2
Adjusted Saturation Queue Service Time Cycle Queue Cleara Green Ratio (g/C) Capacity (c), veh/h Volume-to-Capacity Back of Queue (Q), Queue Storage Ratio Uniform Delay (d 1) Incremental Delay (Initial Queue Delay (Control Delay (d), s Level of Service (LO Approach Delay, s/v	(v), veh/h Flow Rate (s), veh/h/ (gs), s nce Time (gc), s Ratio (X) , ft/in (95 th percentile , veh/in (95 th percentile , veh/in (95 th percentile), s/veh (d2), s/veh (d3), s/veh s/veh (s) eh / LOS s/veh / LOS	e) tile)	396 1730 12.9 0.17 577 0.686 245.4 9.7 0.00 47.0 2.8 0.0 49.9	468 1781 14.5 0.20 712 0.658 272.2 10.7 0.00 44.2 1.8 0.0 46.0 D	D	25 1730 0.8 0.8 0.08 288 0.087 15.6 0.6 0.00 50.8 0.0 50.8 D	249 178 7.6 7.6 0.16 564 0.44 150. 5.9 0.00 45 0.2 0.0 45	1	273 1730 8.9 0.13 461 0.592 172.5 6.8 0.00 48.9 1.4 0.0 50.3	559 1781 13.6 0.39 1395 0.401 239.4 9.4 0.00 26.3 0.9 0.0 27.2 C	20 1556 0.9 0.9 0.39 609 0.032 15.5 0.6 0.00 22.5 0.1 0.0 22.6 C	511 1730 16.6 16.6 0.20 692 0.738 292.6 11.5 0.00 45.1 3.7 0.0 48.7 D	1396 1781 45.1 0.42 1484 0.941 705.2 27.8 0.00 33.6 12.9 0.0 46.5 D	407 1556 24.8 24.8 0.42 648 0.627 363.6 14.3 0.00 27.6 4.5 0.0 32.2

51.82		HCS	7 () r	nalized	Inte	ersect	ion Re	esul	ts Su	nary					
		DESCRIPTION OF THE PROPERTY OF	2510	17.82	1							FEW POR			
General Informa	ation	SELECTION OF THE PROPERTY AND	Total Control of	The State of the S	and the last of	ESCALIFICAÇÃO.		1	ntersect	ion Info	rmatio	n	21]]] [[[V.
Agency		Solaegui Engineers						1	Duration,	h	0.25	X		,,,,,,	Haan
Analyst		MSH		Analysi	s Date	Mar 8,	2018	1	Area Type	9	Other				
Jurisdiction		City of Sparks		Time P			ak Hour		PHF		0.92				
Urban Street		ony or oparito		Analysi		-	g + Proj		Analysis I	Period	1> 7:0	0			
Intersection		Pyramid & Sparks		File Na	me	(1000	LOIS						51	11111	r
Project Descripti	ion	w/Improvements													-
型部 医全发素 医疗	DEN MARIE														
Demand Inform	ation	Average Street			EB			WE			NB			SB	
Approach Mover	ment			L	Т	R	L	T	R	L	T	R	L	Т	R
Demand (v), ve				404	378	1000	32	479	9	607	1325	20	252	667	302
Signal Informat	tion				7	ENTA MISSIS	171	MININGS	EVENTERIN	SEASON FAMILIES					TS (a)
Cycle, s	130.0	Reference Phase	2	1	28	540	7 43	N - 1	£ ====================================	->				-	→
Offset, s	0	Reference Point	End	Grane	15.0	14.0	40.0	6.0	13.0	22.0	MINAVE BERKE			14 (000	
Uncoordinated	No	Simult. Gap E/W	On	Green Yellow		0.0	4.0	4.0	0.0	4.0	-			1	4
	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	11.0	1.0	0.0	1.0	Wall to	6	6	7	
TOTO WOOD	A INCO	Cilitati Gap 1470			PARTE	NEW PLAN			No.						
Timer Results	42.00			EBL	3	EBT	WBL		WBT	NBL		NBT	SBL		SBT
Assigned Phase		Mana de la companya del companya de la companya del companya de la	Sandy III	7	200	4	3		8	5		2	1		6
	TO NOT THE	非国际经验	E45.7505	2.0		4.0	2.0	EX# 80	4.0	2.0		3.0	2.0	537 N.S.	3.0
Case Number	PROPERTY.		SULVIEW S	24.0	SEAST NAME OF STREET	40.0	11.0	ame al	27.0	34.0		59.0	20.0	_	45.0
Phase Duration,	-		O PUBLIS	0.0	SHEET 12-02-0	5.0	5.0	(21) SI	5.0	0.0	-	5.0	5.0		5.0
Change Period,			38/4/1/18/	-	BOOK SE	3.0	3.0	HIGH ST	3.0	2.9	100	0.0	2.9		0.0
Max Allow Head	-		SP40 AVE	3.1	0.000 F - 3000			505965 FT		24.6		0.0	11.9		0.0
Queue Clearand	_			17.4		14.4	3.3	150 25	20.5			0.0		-	0.0
Green Extension	THE OWNER OF THE OWNER OWNER OF THE OWNER OW	(ge), s	Alexander and a second	0.7	-	2.1	0.0		0.5	1.2		0.0	0.2	-	0.0
Phase Call Prob			MEDIC	1.00	-	1.00	1.00		1.00	1.00		\$ 10000	1.00	-	Allega
Max Out Probab	oility	CHARLES CAME UNIX		0.08		0.00	1.00	P PLAN	1.00	0.02			0.83		
Movement Gro	up Res	sults	V 200		EB			WB			NB			SB	
Approach Move	ment			L	T	R	L	T	R	LL	Т	R	L	T	R
Assigned Move	ment			7	4		3	8		5	2	12	1	6	16
Adjusted Flow F	HE THE STATE OF TH), veh/h		439	411		35	521		660	1440	22	274	725	26
		ow Rate (s), veh/h/	ln	1730	1781		1730	1781	1	1730	1781	1556	1730	1781	155
Queue Service				15.4	12.4		1.3	18.5	5	22.6	51.6	1.1	9.9	23.0	18.
Cycle Queue Cl			10000	15.4	12.4		1.3	18.5		22.6	51.6	1.1	9.9	23.0	18
Green Ratio (g	NAME OF TAXABLE PARTY.	V.O. JII.		0.18	0.27		0.05	0.17		0.26	0.42	0.42	0.12	0.31	0.3
Capacity (c), v			F/0.500	639	959		160	603		905	1479	646	399	1096	47
Volume-to-Capa		atio (X)		0.688	0.429		0.218	0.86		0.729	0.974	0.034	0.686	0.662	0.5
		/In (95 th percentile	V. 6.5	282.9	234.6	-	25.1	355.	-	371.6	823.8	18	198.3	386.5	296
History and the second second second	A Company of the Company	eh/ln (95 th percent		11.1	9.2		1.0	14.0		14.6	32.4	0.7	7.8	15.2	11
	THE RESERVE OF THE PERSON NAMED IN	RQ) (95 th percen		0.00	0.00	Obvior.	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.0
Maria State Company of the Company o	The second secon		illo)	49.5	39.2		59.7	52.5	-	43.8	37.3	22.5	55.2	39.1	37
Uniform Delay (-		N PARTE NO	2.6	0.1	alteriore.	0.3	11.9	_	2.6	17.9	0.1	4.1	3.1	4.
Incremental De			1122	-		A LIE SEL	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.
Initial Queue De				0.0	0.0	9 1/55,520		64.4		46.4	55.2	22.6	59.3	42.3	42
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Multimodal Re	sults				EB			WE	3		NB			SB	ne.
Pedestrian LOS	_	/LOS		2.5	9	С	2.6	9	С	3.0	0	С	2.4	8	В
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THE QUARRY TRAFFIC STUDY

SEPTEMBER, 2017



Prepared by: Solaegui Engineers, Ltd. 715 H Street Sparks, Nevada 89431 (775) 358-1004

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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.

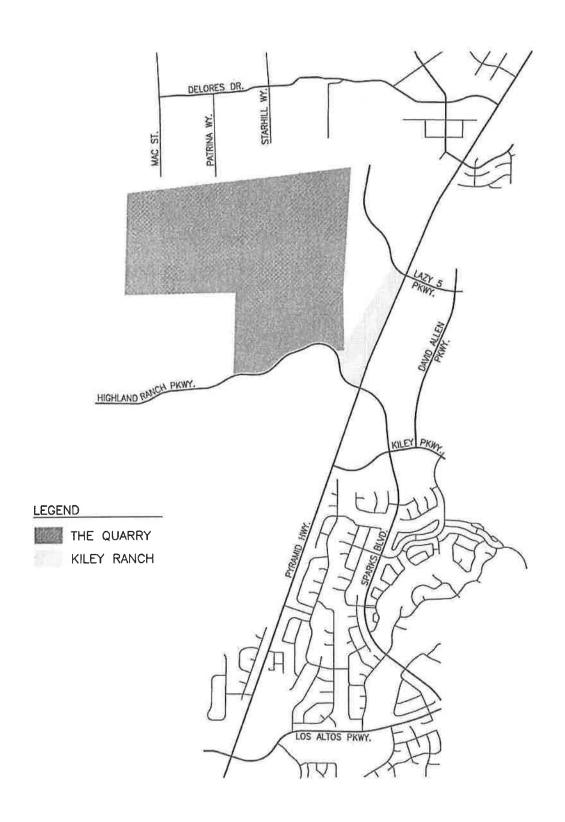
EXISTING AND PROPOSED ROADWAYS AND INTERSECTIONS

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 QUARRY

VICINITY MAP FIGURE 1 The Pyramid Highway/Highland Ranch Parkway/Sparks Boulevard intersection is a signalized four-leg 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.

THE QUA	TABLI RRY TRII		RATION				
		AM	PEAK I	HOUR	PM	PEAK I	HOUR
LAND USE	ADT	IN	OUT	TOTAL	IN	OUT	TOTAL
Single Family (1,223 DU) Mini-Warehouse (13 AC) Total	10,513 461 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.

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

KILEY	TABLI RANCH TRI		RATION	Į			
		AM PEAK HOUR					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

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.

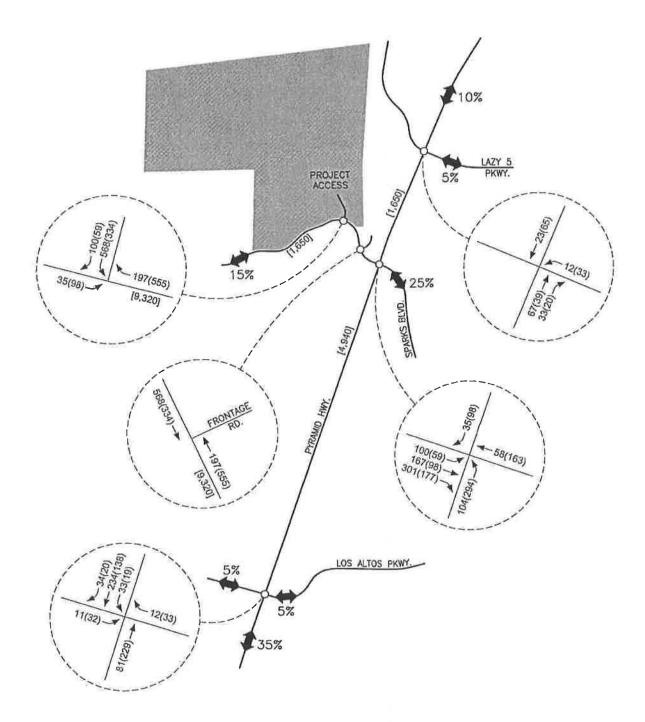
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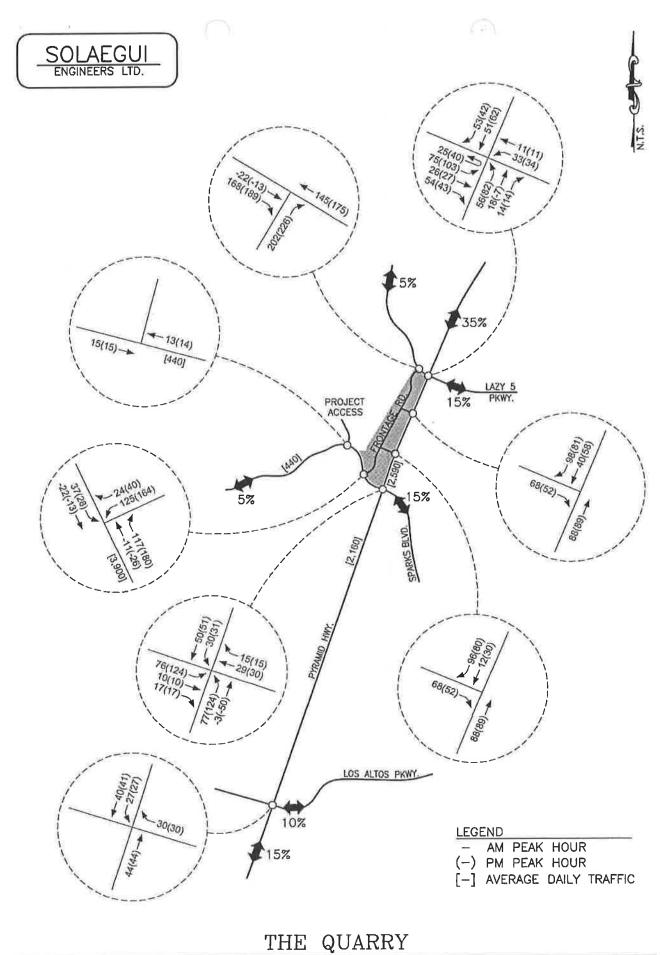
- AM PEAK HOUR

(-) PM PEAK HOUR

[-] AVERAGE DAILY TRAFFIC



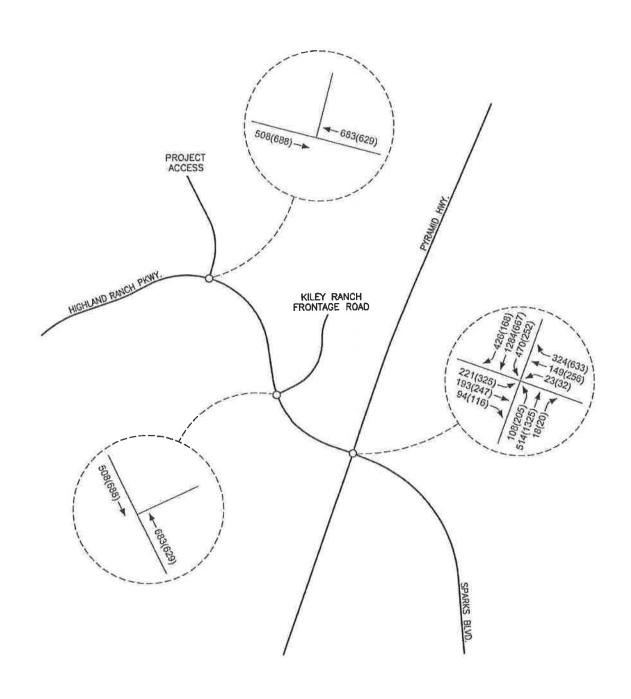




KILEY RANCH TRIP DISTRIBUTION & ASSIGNMENT FIGURE 3

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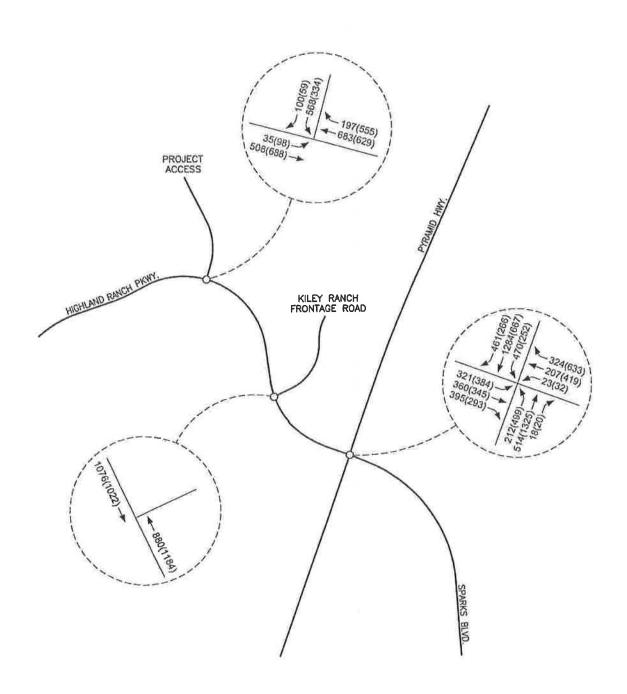
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LEGEND

- AM PEAK HOUR
(-) PM PEAK HOUR

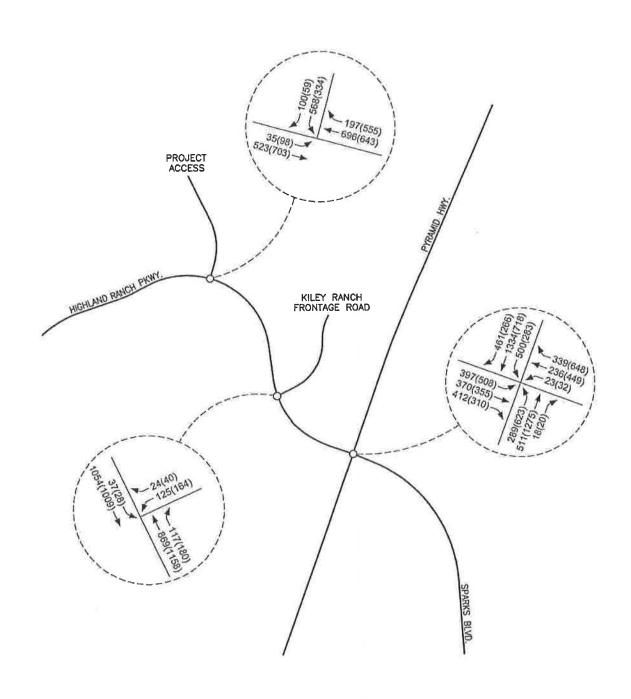




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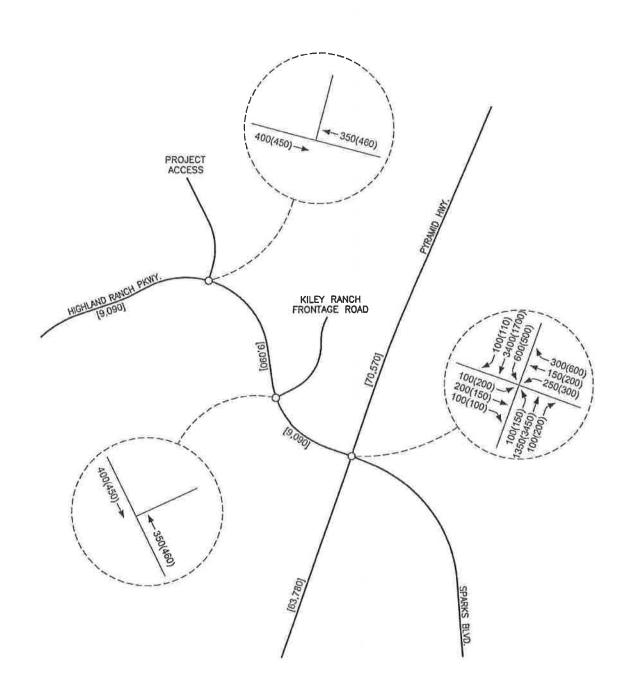
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LEGEND

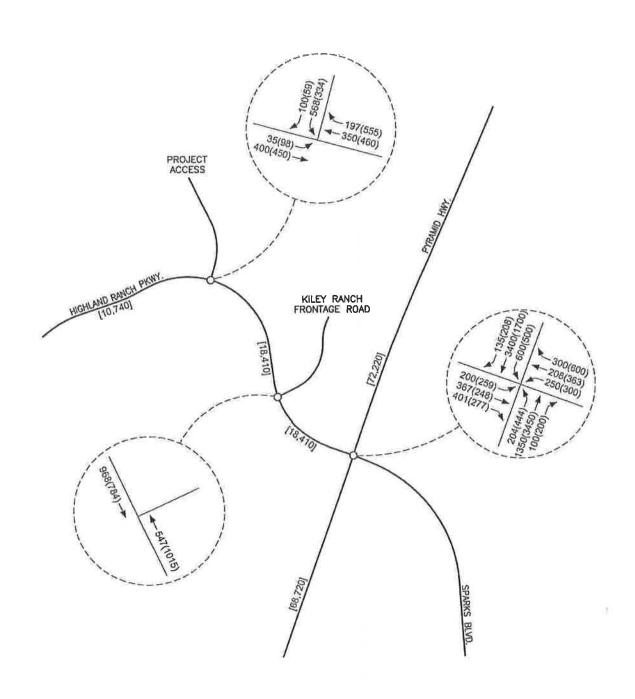
- AM PEAK HOUR
- (-) PM PEAK HOUR
- [-] AVERAGE DAILY TRAFFIC



LEGEND

AM PEAK HOUR

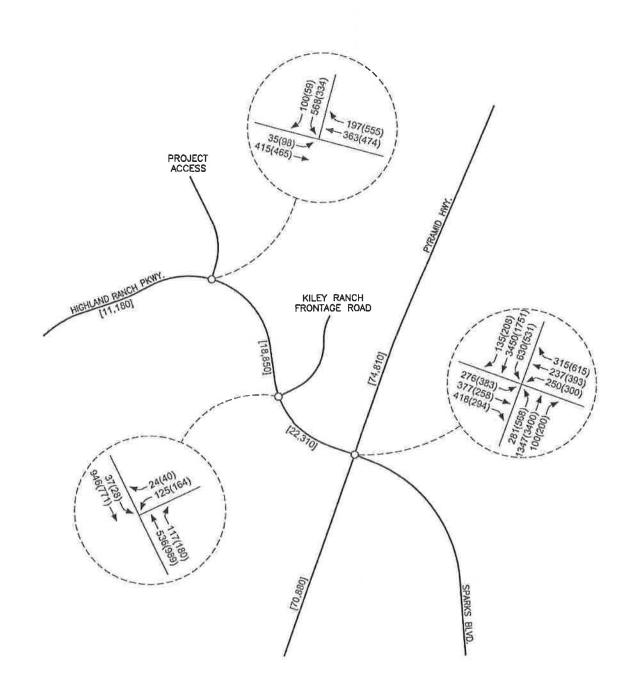
- (-) PM PEAK HOUR [-] AVERAGE DAILY TRAFFIC





LEGEND

- AM PEAK HOUR
- (-) PM PEAK HOUR
- [-] AVERAGE DAILY TRAFFIC



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 : ICE CRITERIA F		SEGMENTS							
	AVERAGE DAILY TRAFFIC VOLUME									
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.

TABLE ROADWAY SEGMENT LEVEI		ICE RE	SULTS			
	2035 I	BASE	2035 E + PRO		2035 F + 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 (CONT ROADWAY SEGMENT LEVEL	INUED) OF SERV	ICE RE	SULTS			
	2035 E	BASE	2035 F + PRO		2035 F + 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 C	TABLE 5 RITERIA FOR UNSIGNALIZED INTERSECTIONS
LEVEL OF SERVICE	DELAY RANGE (SEC/VEH)
A	≤10
В	>10 and ≤15
С	>15 and ≤25
D	>25 and ≤35
Е	>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.

LEVEL OF SERVICE C	TABLE 6 RITERIA FOR SIGNALIZED INTERSECTIONS
LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SEC)
Α	≤10
В	>10 and ≤20
С	>20 and ≤35
D	>35 and ≤55
Е	>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.

TABLE 7 INTERSECTION LEVEL OF SERVICE AND DELAY RESULTS												
EXISTING		EXISTING + PROJECT		EXISTING + PROJECT + KILEY		2035 BASE		2035 BASE + PROJECT		2035 B PROJI KIL	ECT+	
INTERSECTION	AM	PM	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, and 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.

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 south approach based on 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 three-leg 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

Project: New Project
Alternative: Alternative 1

Open Date: 9/13/2017 Analysis Date: 9/13/2017

				Peak Hour of ent Street Traffic		PM Peak Hour o Adjacent Street Tra			
ITE Land Use	Enter	_Exit_	_Total_	Enter	_Exit_	_Total_	Enter	_Exit_	Total
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

Total AM Peak Hour Internal Capture = 0 Percent

Total PM Peak Hour Internal Capture = 0 Percent

Project: New Project Alternative: Alternative 1

Open Date: 9/14/2017 Analysis Date: 9/14/2017

	Average Daily Trips			AM Peak Hour of Adjacent Street Traffic			PM Peak Hour of Adjacent Street Traffic		
ITE Land Use	Enter	<u>Exit</u>	_Total_	Enter	<u>Exit</u>	_Total_	_Enter_	Exit	Total
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
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

Total AM Peak Hour Internal Capture = 0 Percent
Total PM Peak Hour Internal Capture = 0 Percent

Project: New Project
Alternative: Alternative 1

Open Date: 9/19/2017 Analysis Date: 9/19/2017

					Peak Ho nt Street		PM Peak Hour of Adjacent Street Traff		
ITE_Land Use	Enter	_Exit_	_Total_	Enter	_Exit_	Total	<u>Enter</u>	Exit	Total
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
Internal Capture Trips	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	103	103	206	135	134	269
			0	-103	-103	-206	-135	-134	-269

Total AM Peak Hour Internal Capture = 0 Percent

Total PM Peak Hour Internal Capture = 0 Percent

Project: New Project Alternative: Alternative 1

Open Date: 9/19/2017 Analysis Date: 9/19/2017

					Peak Hor ent Street		PM Peak Hour of Adjacent Street Traffi		
ITE_ Land Use	Enter	Exit	Total	Enter	<u>Exit</u>	<u>Total</u>	<u>Enter</u>	_Exit_	Total
934 FASTFOODDT 1 10.5 Gross Floor Area 1000 SF	2605	2604	5209	243	234	477	178	165	343
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	119	115	234	89	82	171
Volume Added to Adjacent Streets	0	0	0	-119	-115	-234	-89	-82	-171

Total AM Peak Hour Internal Capture = 0 Percent
Total PM Peak Hour Internal Capture = 0 Percent

Project: New Project Alternative: Alternative 1

Open Date: 9/19/2017 Analysis Date: 9/19/2017

	Avera	ige Daily	Trips		Peak Ho			Peak Ho nt Street	
ITE Land Use	Enter	Exit	_Total_	Enter	_Exit_	Total	<u>Enter</u>	<u>Exit</u>	Total
932 RESTAURANTHT 1	636	636	1272	59	49	108	59	40	99
10 Gross Floor Area 1000 SF									
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
					0	0	0	0	0

Total AM Peak Hour Internal Capture = 0 Percent

Project: New Project Alternative: Alternative 1

Open Date: 9/19/2017 Analysis Date: 9/19/2017

Avera	ige Daily	Trips						
Enter	<u>Exit</u>	_Total_	Enter	_Exit_	<u>Total</u>	<u>Enter</u>	_Exit_	_Total
641	640	1281	18	11	29	53	58	111
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
	641 0 0 0	Enter Exit 641 640 0 0 0 0 0 0	641 640 1281 0 0 0 0 0 0 0 0 0	Average Daily Trips Adjace Enter Exit Total Enter 641 640 1281 18 0 0 0 0 0 0 0 0 0 0	Average Daily Trips Adjacent Street Enter Exit Total Enter Exit 641 640 1281 18 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Enter Exit Total Enter Exit Total 641 640 1281 18 11 29 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Average Daily Trips Adjacent Street Traffic Adjacent Street Tr	Average Daily Trips Adjacent Street Traffic Adjacent Street Traffic Adjacent Street Enter Exit Total Enter Exit Total Enter Exit 641 640 1281 18 11 29 53 58 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Total AM Peak Hour Internal Capture = 0 Percent

Project: New Project Alternative: Alternative 1

Open Date: 9/19/2017 Analysis Date: 9/19/2017

	Avera	age Daily	Trips		Peak Ho nt Street			Peak Ho	
ITE Land Use	Enter	_Exit	Total	Enter	_Exit_	Total	<u>Enter</u>	_Exit_	Total
843 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
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

Total AM Peak Hour Internal Capture = 0 Percent Total PM Peak Hour Internal Capture = 0 Percent

Project: New Project Alternative: Alternative 1

Open Date: 9/19/2017 Analysis Date: 9/19/2017

	Avera	ige Daily	Trips		Peak Ho nt Street			Peak Ho nt Street	
ITE Land Use	Enter	Exit	<u>Total</u>	Enter	_Exit_	_Total_	Enter	<u>Exit</u>	_Total
848 STORETIRE 1	100	99	199	14	9	23	14	19	33
8 Gross Floor Area 1000 SF									
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

Total AM Peak Hour Internal Capture = 0 Percent

Project: New Project
Alternative: Alternative 1

Open Date: 9/19/2017 Analysis Date: 9/19/2017

	Avera	ige Daily	/ Trips		Peak Ho ent Stree			Peak Ho nt Street	
ITE Land Use	Enter	_Exit	<u>Total</u>	Enter	_Exit	Total	Enter	Exit	Total
947 CARWASH 1	216	216	432				11	11	22
4 Wash Stalls									
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 AM Peak Hour Internal Capture = 0 Percent

Project: New Project Alternative: Alternative 1

Open Date: 9/19/2017 Analysis Date: 9/19/2017

	Avera	ige Daily	/ Trips		Peak Ho			Peak Ho	
ITE Land Use	<u>Enter</u>	<u>Exit</u>	Total	Enter	Exit	_Total_	Enter	Exit	Total
151 MWAREHOUSE 1	142	141	283	9	12	21	15	14	29
8 Acres									
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

Total AM Peak Hour Internal Capture = 0 Percent

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Timer Results		CONTRACTOR OF THE OWNER, AND ADDRESS OF THE	BELLEVILLE	EBL		EBT	WBI		WBT	NBL		NBT	SBL		SBT
Assigned Phas	ρ			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				21.0		33.0	10.0		22.0	19.0		55.0	22.0		58.0
		c) s		0.0		5.0	5.0		5.0	5.0	-	5.0	0.0		5.0
The state of the s	nge Period, (Y+R c), s Allow Headway (<i>MAH</i>), s			3.1	_	3.1	3.0		3.1	2.9	-	0.0	2.9		0.0
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		ow Rate (s), veh/h/	In	1781	1773		1730	1870		1781	1781	1556	1730	1781	1538
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		e Time (gc), s		15.4	17.6		0.8	9.8		7.5	13.0	0.9	17.0	43.2	20.1
Green Ratio (0.18	0.23		0.04	0.14		0.12	0.42	0.42	0.18	0.44	0.44
Capacity (c),				312	414		144	265		208	1484	648	634	1573	679
Volume-to-Car		etio (X)		0.771			0.173	0.61	1	0.565	0.377	0.030	0.806	0.887	0.522
	Acres de la Companya del Companya de la Companya del Companya de la Companya de l	/In (95 th percentile)	309,5			16,5	208.		151.8	229.3	14.7	306.6	647.7	296.7
		eh/In (95 th percent		12.2	12.7	-	0.7	8.2		6.0	9.0	0.6	12.1	25.5	11.7
		(RQ) (95 th percer		0.00	0.00	1	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay				47.2	42.0	1	55.5	48.4		50.1	24.2	20.7	47.0	30.8	24.3
Incremental D	CONTRACTOR OF THE PARTY OF			10.2	4.0		0.2	3.0	-	2.2	0.7	0.1	7.0	7.8	2.9
Initial Queue D				0.0	0.0		0.0	0,0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	-			57.4	46.0		55.7	51.4		52.3	24.9	20.8	53.9	38,6	27.2
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Multimodal R	esults				EB			WE			NB			SB	
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Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	11.0	1.0	0.0	1.0		8	6	7	1
	NAME OF														
Timer Results	KINDSCATH			EBL		EBT	WBI	-	WBT	NBL		NBT	SBL		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	1. S			26.0		40.0	11.0		25.0	27.0		62.0	17.0		52.0
Change Period	-	c). S		0.0		5.0	5.0		5.0	0.0		5.0	5.0		5.0
	llow Headway (<i>MAH</i>), s			3.1	_	3,0	3.0		3.0	2.9		0.0	2.9		0.0
	Allow Headway (<i>MAH</i>), s ue Clearance Time (<i>g</i> _s), s			27.7		26.8	3.3		21.2	16.7			12.1		
Green Extension				0.0		0.9	0.0		0.0	0.3		0.0	0.0	1	0.0
Phase Call Pro	-			1.00		1.00	1.00		1.00	1.00			1.00)	
Max Out Proba				1.00		0.07	1.00		1.00	0.00			1.00		
Wax Out 1 Toba		Mark Company (No. 10)	MARINGS		No. of the last of	THE STATE OF	ENERGIES			ALC: NO.	START.	S. Constant	37.50	31936	
Movement Gro	oup Re	sults	and the same of the same of	I	EB			WB			NB			SB	
Approach Mov				L	Т	R	L	T	R	L	T	R	L	Т	R
Assigned Move	Chicago Maria (Arterior			7	4	14	3	8		5.	2	12	1	6	16
Adjusted Flow		v), veh/h		353	367		35	278		223	1440	22	274	725	139
The second secon	ASSESSMENT OF THE PARTY OF	low Rate (s), veh/h	/In	1781			1730	1870		1781	1781	1557	1730	1781	1535
Queue Service	_			25.7	24.8		1.3	19.2		14.7	49.6	1.0	10.1	21.2	8.3
		ce Time (gc), s		25.7	24.8	-	1.3	19.2		14.7	49.6	1.0	10.1	21.2	8.3
Green Ratio ((3-7)		0.20	0.27	-	0.05	0.15		0.21	0.44	0.44	0.09	0.36	0.36
Capacity (c),				356	477	-	160	288		370	1561	683	319	1287	555
Volume-to-Car		atio (X)		0.992	COLUMN TWO IS NOT THE OWNER.		0.218	0.967		0.602	0.922	0.032	0.858	0.563	0.251
The second secon		t/ln (95 th percentile	2)	567.9	439.5		25.1	458.9		269.9	752	17.2	224.7	352.9	140.9
		veh/ln (95 th percen		22.4	17.3		1.0	18.1		10.6	29.6	0.7	8.8	13.9	5.5
		(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			itiloj	51.9	43.8	THE RESERVE OF THE PERSON NAMED IN	59.7	54.7	-	46.6	34.4	20.8	58.2	33.3	29.1
Incremental Delay	Accession for the last of the	Anny San Control of the Control of t		45.3	6.8	1	0.3	43.7		2.0	10.5	0.1	19.3	1.8	1.1
Initial Queue D				0.0	0.0		0.0	0.0	1	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay				97.1	50.6	1	60.0	98.4	-	48.6	44.9	20.9	77.5	35.1	30.2
Level of Service				F	D		E	F	1	D	D	C	E	D	C
Approach Dela		THE RESERVE THE PARTY OF THE PA		73.		E	94.	-	F	45.	-	D	44.		D
Intersection De				15.			4.2	t mulije.		1			D		
国的 被助政				STATE OF THE PARTY OF			YEAR W								
Multimodal R					EB			WB		-	NB	-		SB	
Pedestrian LO				3.0	the Personal Property lies	С	3.1	-	С	3.4	_	C	2.3		В
Bicycle LOS S	core / L	OS		1.7		В	0.3	3	Α	1.9)	В	1.4		Α

		HCS	7 Sis.	ıalize	d Inte	ersect	ion R	esul	ts Sur	nmեւյ		DATE OF THE PARTY	market	action lasts	THE PERSON NAMED IN
								Marie Marie					3347	el J. eko l. ke	
General Inform	ation	,						-	ntersec			n	- i		
Agency		Solaegui Engineers							Duration		0.25		-		
Analyst		MSH		Annual Property Control		Sep 13			Area Typ	e	Other				-
Jurisdiction		City of Sparks		Time P	eriod	-	ak Hou	-	PHF		0.92		1		
Urban Street				Analys	is Year		g + Pro		Analysis	Period	1> 7:0	10	1		B =
Intersection		Pyramid & Sparks		File Na	me	PySp1	7aw.xus	S						ጎተተለ	
Project Descrip	tion	WANTED TO THE PARTY OF THE PART	UNIONE IN THE	DECLERO/SECUE	12/0/00	STANDARD TO	estatue de la constitue de la	ASSESSED NO.	OF THE PARTY OF TH	OKNARION	308080E	WEST TO	SEATON STATE	41443	AND DEPOSIT
Demand Inform	nation	The Control of the Control	A Property		EB	E0220E04E	September	WE	3	STATISTICS	NB	NA COLUMN TO A	OSCILLATION OF	SB	NAME OF TAXABLE PARTY.
Approach Move	ment			L	Ť	R	L	T	R	L	T	R	L	T	R
Demand (v), v				321	360	395	23	207	7	212	514	18	470	1284	461
					E WAY	OSSALE.	No.							Z Bal	
Signal Informa	tion				6		71	1.			our L				
Cycle, s	120.0	Reference Phase	2]	28		2240	n n		=3	,	M	P	-	V
Offset, s	0	Reference Point	End	Green	14.0	3.0	50.0	5.0	11.0					-	
Uncoordinated	No	Simult. Gap E/W	On	Yellow		0.0	4.0	4.0		4.0	- 19			1	+
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	1.0		1.0		10	- 6	7	
TOTOC MOGO	CONTRACTOR OF THE PARTY OF THE		STEWEST	STATE OF	West.	distant.	No.	300		9502	BINE	DO CHE			
Timer Results	STEEL STEEL	SERVICE SERVICE SERVICE	A CONTRACTOR	EBL	ACCUPANT.	EBT	WBI	L	WBT	NBI	-	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	1 8			21.0		33.0	10.0		22.0	19.0	_	55.0	22.0	M I	58.0
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 Hea				3.1	-	3.2	3.0	-	3.2	2.9	_	0.0	2.9		0.0
				23.0		30.0	2.8		16.1	16.0			19.0		11.5
Queue Clearan				0.0	-	0.0	0.0	-	0.3	0.0	-	0.0	0.4		0.0
Green Extension	-								1.00	1.00		0.0	1.00	-	0.0
Phase Call Pro			-	1.00		1.00	1.00			- Printer	_		0.94		
Max Out Proba	bility	SALESCALING STATE INSIDE	SECTION SECTION	1.00	Distriction	1.00	1.00	100000000	1.00	1.00			0.84	STREET, STREET	EUCKNESS
Manager A Con-	De Da			THE REAL PROPERTY.	EB	ATTAC SE	The state of the s	WB	SELLMENT	Torres	NB		PERMITS OF	SB	ESCLADIE
Movement Gro		suits	_	L	T	l R	Ł	T	R	L	T	R	L	T	R
Approach Move				7	4	14	3	8	+ 13	5	2	12	1	6	16
Assigned Move				-	-	14	25	225	+	230	559	20	511	1396	392
Adjusted Flow				349	793		1730	1870		1781	1781	1556	1730	1781	1538
ACCORDING TO SECURITION OF THE PERSON OF THE		ow Rate (s), veh/h/	'un	1781	1692		Commission			14.0	13.0	0.9	17.0	43.2	22.9
Queue Service				21.0	28.0		0.8	14.1		14.0	13.0	0.9	17.0	43.2	22.9
		ce Time (g $_{c}$), s		21.0	28.0		8.0	14.1	-	11.00	-		0.18	0.44	0.44
Green Ratio (g				0.18	0.23		0.04	0.14		0.12	0.42	0.42			-
Capacity (c),				312	395		144	265		208	1484	648	634	1573	0.578
Volume-to-Cap		THE RESERVE OF THE PARTY OF THE		1.119	2.010		0.173	0.84		1.109	0.377	0.030	0.806	0.887	CANTED STORY
Back of Queue	(Q), f	t/ln (95 th percentile	*)	630.4	2486.		16,5	319.	4	450.5	229.3	14.7	306.6	647.7	333
Back of Queue	(Q), v	eh/ln (95 th percent	tile)	24.8	97.9	-	0.7	12.6	5	17.7	9.0	0.6	12.1	25.5	13.1
Control of the Contro		(RQ) (95 th percer	12.7-20.60.00	0.00	0.00		0.00	0.00)	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay				49.5	46.0		55.5	50.2		53.0	24.2	20.7	47.0	30.8	25.1
Incremental De				87.1	463.2		0.2	21.1		94.6	0.7	0.1	7.0	7.8	3.6
Initial Queue D				0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay				136.6	509.2		55.7	71.3	-	147.6	24.9	20.8	53.9	38.6	28.7
Level of Service	****			F	F	1	E	E	T	F	C	С	D	D	С
Approach Dela				395.	Action (see see	F	69.	-	E	59.		E	40.3		D
Intersection De	-			1			35.6			1			F		
intersection De	Juy, arv	THE REAL PROPERTY.	MANUS.	AVE TO	3 10 15	S. SERIE	SEN. BUZZ		4000	NAME OF THE PERSON NAME OF THE P		SEIN	STANDA	Henry St.	REED!
Multimodal Re	esults	and the second second second second	AND DESCRIPTION OF THE PERSON	1	EB	Market Section	The same of the sa	WE	3	The same of the	NB	AND RESIDENCE OF	1	SB	MANAGE A
Pedestrian LO		e/LOS	******	3.0		С	3.2	-	С	2.9	-	С	2.3		В
Bicycle LOS S	-			2.4		В	0.8		A	1.2		A	2.4		В
Dioyole Loo o	JUI -			1			W 0.0			- No.	1				1

						TO THE OWNER OF THE PARTY OF TH						Part of			
General Inform	ation								-	ion Info		1			
Agency		Solaegui Engineers						D	uration,	h	0.25		- 100		
Analyst		MSH		Analysi	s Date	Sep 13	, 2017		rea Typ	e	Other				
Jurisdiction		City of Sparks		Time P	eriod	PM Pe	ak Hour	P	HF		0.92		7		
Urban Street				Analysi	s Year	Existin	g + Proj	ect A	nalysis	Period	1> 7:0	0	- 200		
Intersection		Pyramid & Sparks		File Na	me	PySp1	7pw.xus							ጎተተሾ	
Project Descript	ion	**************************************	von toute			and the same of th			CHESTON CONT.	night real property	01120795	CHARLES AND	U ATHERTON	41471	
Demand Inforn	nation	经国际 和自己的经验的证据	The party	PERMITTE N	EB	5000	No. of Concession, Name of Street, or other Persons, Name of Street, or other Persons, Name of Street, Name of	WB	NAME OF THE OWNER, OWNE		NB	GENERAL CONTRACTOR	Service Control	SB	esserve e
Approach Move				L	T	R	L	T	R	L	Т	R	L	T	R
Demand (v), v				384	345	293	32	419		499	1325	20	252	667	266
Demand (V), V			NEW YORK	OST GETT	AL SECTION	A PROPERTY.	No.			S EVIDA	MARKET S	1 1 8555		STATE OF	
Signal Informa	tion	AND THE PROPERTY OF THE PARTY O	T-SLEEN SHOW	T	1	1	T	T	1						
Cycle, s	130.0	Reference Phase	2	1	85	E0/03		100			,	1	P	-	₹
Offset, s	0	Reference Point	End	0	100	100	47.0	6.0	15.0	20.0			2		*
Uncoordinated	No	Simult, Gap E/W	On	Green	12.0	10.0	4.0	4.0	0.0	4.0	- 4	. 4		1	-
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	11.0	0.0	1.0			6	7	
T Orde Wode	MANA IS		BEER	191/201/2	NAME OF THE PERSON OF THE PERS		The Colonia			1. 原可管					
Timer Results	220 12104		DESCRIPTION	EBL	The same of the sa	EBT	WBL		WBT	NBL		VBT	SBL		SBT
Assigned Phase	6			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		25.0	27.0	1 6	32.0	17.0	1	52.0
Change Period		-\ c		0.0		5.0	5.0		5.0	0.0		5.0	5.0		5.0
Max Allow Hea	AND THE RESERVE			3.1		3.1	3.0	_	3.1	2.9		0.0	2,9		0,0
Queue Clearan				28.0		37.0	3.3	_	22.0	29.0		CHA	12.1		
Green Extension				0.0		0.0	0.0	-	0.0	0.0	-	0.0	0.0		0.0
Phase Call Pro		(ye), 3		1.00		1.00	1.00		1.00	1.00			1.00		
AND DESCRIPTION OF THE PARTY OF	THE PERSON NAMED IN COLUMN			1.00		1.00	1.00		1.00	1.00			1.00		
Max Out Proba	Dility	SELECTION OF THE PARTY OF THE P	WAR IN	THE PARTY OF	DATE OF THE PARTY	RESERVATION OF	SERVICE SERVICE	MINE	NAME OF TAXABLE PARTY.	AND DESCRIPTION OF THE PERSON	SULFEST.		100000		No.
Movement Gro	oup Res	sults		The same of	EB			WB	and the same of th		NB	1100 000		SB	
Approach Move				L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Move				7	4	14	3	8		5	2	12	1	6	16
Adjusted Flow		(), veh/h		417	666	1	35	455	1	542	1440	22	274	725	246
		ow Rate (s), veh/h/	In	1781	1716		1730	1870		1781	1781	1557	1730	1781	153
Queue Service			Y	26.0	35.0		1.3	20.0		27.0	49.6	1.0	10.1	21.2	15.8
	-	ce Time (g_c) , s		26.0	35.0		1.3	20.0		27.0	49.6	1.0	10.1	21.2	15.8
Green Ratio (AND RESIDENCE OF SHARE	o mie (gene		0.20	0.27		0.05	0.15		0.21	0.44	0.44	0.09	0.36	0.36
Capacity (c),				356	462	-	160	288		370	1561	683	319	1287	555
Volume-to-Cap		atio (X)		1.172	1.442	1	0.218	1.583	3	1.466	0,922	0.032	0.858	0.563	0.44
11,222,253,111	A STATE OF THE PARTY OF THE PAR	t/in (95 th percentile)	808.1	1603.		25.1	1231	-	1335.	752	17.2	224.7	352.9	253.
Back of Queue	(Q) V	reh/ln (95 th percen	tile)	31.8	63.1	1	1.0	48.5		52.6	29.6	0.7	8.8	13.9	10.
		(RQ) (95 th percer		0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.0
Uniform Delay		Assessment and the second second second second second		52.0	47.5	-	59.7	55.0		51.5	34.4	20.8	58.2	33.3	31.
Incremental De	where the same of the same			103.1	211.0		0.3	278.3		224.1	10.5	0.1	19.3	1.8	2.6
Initial Queue D		***		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay				155.1	258.5		60.0	333.3	3	275.6	44.9	20.9	77.5	35,1	34.
Level of Service	-			F	F	1	E	F	1	F	D	С	E	D	C
Approach Dela		The state of the s		218.		F	313	Acres (F	107		F	44.3		D
Intersection De				2.0			37.0	and I	DESCRIPTION OF		manage	and the same	F		Table 1
		A STATE OF THE PARTY OF THE PAR		DEPARTMENT	TO TO		1000	VAIC			NB			SB	(53)
Multimodal Results					EB	С	1	WB	С	3.4		С	2.3	-	В
Contract the second second second	destrian LOS Score / LOS			3.0			3.1								

No. 170 March 19 and	- T		/ Oly	nalized	ITILE	rsect		soui Missi	ts Juli	milar y	A TOTAL COST		1000	SEC NA	B(0)23
							1002		ntersect	ion Info	rmation	erenteste L	7.	1 1 4 1 4	· ·
General Inform	ation	Personal							Duration,	-	0.25	•		ŢŢŢŢ	
Agency		Solaegui Engineers		A best	Data	lo 12	2017		Area Type		Other		1		· .
Analyst		MSH		Analysi	Activities and religions	-	414		HF	3	0.92		7.0	The state of	
Jurisdiction		City of Sparks		Time Pe	CONTRACTOR CONTRACTOR	717242347	ak Hour			Carlad	1> 7:00	0			
Urban Street				Analysi		Kiley	Project +		Analysis I	-erioa	1- 7.00			<u>ጎተተረ</u>	
Intersection		Pyramid & Sparks		File Na	me	PySp1	7awo.xu	IS					-	41471	1
Project Descrip	tion		NATURAL PROPERTY AND PERSONS ASSESSMENT OF THE PERSONS ASSESSMENT ASSESSMENT ASSESSMENT OF THE PERSONS ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT A	married Co.	0.00000000	WITH THE PARTY OF		MUSEUM	uzavaneka		HE-86184	V SUPPLY	NAME OF TAXABLE PARTY.	Parlie S	
一次五头里的			EST 0 8		EB	112010	Management.	WE		(ACCOUNT	NB		Tanasanne	SB	MENTANA
Demand Inforr					T	T R	1	T	R	11	T	R	L	T	R
Approach Move	-			L 397	370	412	23	236		289	511	18	500	1334	461
Demand (v), v	en/n	BUH MUMBERS MENULUM	estable	397	370	412	23	230		200	1000000		CONTRACTOR OF THE PARTY OF THE	CHESTOR	GEORGE
Signal Informa	tion	A STATE OF THE PARTY OF THE PAR	N. W. Investor	THE OWNER OF THE OWNER,	T.	J.J.	71	ASTANISA	ALC: A COLUMN TWO						
	120.0	Reference Phase	2	1	2	5.4.3	200100	71	V 7	3	,	4	D	_	↔
Cycle, s	0	Reference Point	End	1	1		Î		3			1	2	3	N 4
Offset, s	No	Simult. Gap E/W	On	Green		0.0	50.0	5.0	11.0	17.0 4.0	- 15	1		7	+
Uncoordinated Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0 1.0	0.0	1.0	1.0		1.0	1.19	1	- 6	1	
Force wode	rixeu	Market Cap 14/6	THE REAL PROPERTY.	ALTERNATION OF THE PARTY OF THE					VAC SOLVE						
Timer Results	Nesemb	The second second second	The said and	EBL	CO-SOCIAL SECTION	EBT	WBL		WBT	NBL		NBT	SBL		SBT
Assigned Phas				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 8			21.0		33.0	10.0		22.0	19.0		55.0	22.0		58.0
Change Period		c) s		0.0		5.0	5.0		5.0	5.0		5.0	0,0		5.0
Max Allow Hea				3.1	_	3.2	3.0		3.2	2.9		0.0	2.9		0.0
Queue Clearar	-			23.0		30.0	2.8		18.4	16.0			20.3		
Green Extension				0.0		0.0	0.0		0.0	0.0		0.0	0.3		0,0
Phase Call Pro				1.00		1.00	1.00		1.00	1.00			1.00		
Max Out Proba				1.00		1.00	1.00		1.00	1.00			1.00		-
	Very Long			NEW STATE	139516				TAKE B	-			ali Ball		200
Movement Gr	oup Re	sults			EB	-		WB			NB		-	SB	1 5
Approach Mov	ement			L	T	R	L	Т	R	L	Т	R	L	T	R
Assigned Move	ement			7	4	14	3	8		5	2	12	11	6	16
Adjusted Flow	Rate (v), veh/h		432	823		25	257		314	555	20	543	1450	392
Adjusted Satur	ation 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	22.9
Cycle Queue C	Clearan	ce Time (g_c), s		21.0	28.0		8.0	16.4		14.0	12.9	0.9	18.3	46.0	22.9
Green Ratio (g/C)			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	The second second	208	1484	648	634	1573	679
Volume-to-Cap				1.384			0.173	0.96		1.512	0.374	THE PERSON NAMED IN	0.857	0.922	0.57
Back of Queue	(Q), f	ft/In (95 th percentile	?)	1000.	2636	8	16.5	412.	5	824.2	227.7	14.7	334.9	697.9	333
5 1 10	/ 0 >	volution / OE the manager	tile\	39.4	103.8		0.7	16.2	,	32.4	9.0	0.6	13.2	27.5	13.1
		veh/ln (95 th percent		0.00	0.00	-	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00
Committee of the last contract		(RQ) (95 th percer	mej	49.5	46.0		55.5	51.2		53.0	24.2	20.7	47.5	31.6	25.1
Uniform Delay Incremental D				191.7			0.2	46.	The last live of the la	253.5	0.7	0.1	10.7	10.4	3.6
Incremental D	The second second	AND DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUM		0.0	0.0	1	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay				241.2	and the second second		55.7	97.		306.5	24.9	20.8	58.2	42.0	28.7
Level of Service	and the latest designation of the state of			F	F	1	E	F		F	С	С	E	D	С
Approach Dela				439.	-	F	93.		F	124	3	F	43.	5	D
Intersection D		- The state of the		1			64.5						F		
TROIDCORON D		对话即 随时间	Sur Sur Sur					ALIG							
Multimodal R	esults	A STATE OF THE PARTY OF THE PAR			EB			W	3		NB			SB	
		e/LOS		3.0)	С	3.2	2	С	2.5		С	2.3	3	В
	estrian LOS Score / LOS cle LOS Score / LOS				3	С	0.9)	Α	1.2)	A	2.5		В

DID EN DOS GENERALISMES	SOUTH THE SAME		/ Siyi	ıalize	d Inte	rsecti	ION K	esui	ts Min	Sum	ma. y		- 137 F		SERVER	MURUR
		医是更高品种的	hill have	美国			BANK CH	THE ST	SEE SEE	ronati	on Info	rmation		SAMES !	4 1.4 1 4	
General Inform									-	ation, I		0.25	<u> </u>		ነነነር	
Agency		Solaegul Engineers		1	-	To 40	2047	eren american		ACTION AND ADDRESS.		Other		1		
Analyst		MSH		manufacture in the state of the		Sep 13		erania migra		а Туре		0.92		12-	, la	7
Jurisdiction		City of Sparks	-	Time P	3313333		ak Hour	mern miles	PHF		Va el and	1> 7:0	0			
Urban Street				Analysi		Kiley	roject +		Ana	ilysis F	reriod	1>7.0			111 <u>0</u>	
Intersection		Pyramid & Sparks		File Na	me	PySp1	7pwo.xt	JS						- 3	41477	1.
Project Descrip	tion	AND THE PROPERTY OF THE PARTY O	1500119500	SOTIONALIZAD	otsason	out to the last	MICHIELD N	NAMES OF TAXABLE	HAR	NEEDENS TO	CONTRACTO	CHENTS.	SOURCE	NAME OF TAXABLE PARTY.	ACT COLD	LINE SERVICE
		REPUBLICATION OF		PRINCES OF	EB	EERENUSE	STATES OF	WE		NISOCI	DESTRUCT	NB	SKILLING	SHIPPER STATE	SB	THE REAL PROPERTY.
Demand Inform				-	Т	R	L	T	7	R	L	T	R	L	T	R
Approach Move				508	355	310	32	44			623	1275	20	283	718	266
Demand (v), v	ren/n	I BOTO NO ESTABLISMO A SANT	NAMEDIA	306	333	310	Marie	CEORDS		REPRESENTATION OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN	ASMESH	CONTRACTOR OF THE PARTY OF THE	NHU-	200	BASSOS	
Signal Informa	ation	Mary Sans Indiana	Party and	CONTRACTOR OF	CONTROL OF	100000	71	amptonano	union	I I	CERCIONS		FVIA	1	1111	
Cycle, s	130.0	Reference Phase	2	1	- 21			-3	v	-3	-3	-		V		\Rightarrow
Offset, s	0	Reference Point	End	1		M	17.0			15.0	20.0		1	2	3	3 4
Uncoordinated	No	Simult. Gap E/W	On	Green Yellow		10.0	47.0	6.0		0.0	4.0	- 4	. 4		1	-
Force Mode	Fixed		On	Red	1.0	10.0	1.0	1.0		0.0	1.0		1 .		7	
Market Wilde	REFERENCE OF		AREA .	1200000	REPAIR!	1000 750		A SU								
Timer Results		Manual Control of the Control	THE REAL PROPERTY.	EBL		EBT	WBI		W	вт	NBL		NBT	SBL		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 Duration	1. S			26.0		40.0	11.0		25	5.0	27.0	(32.0	17.0		52.0
	nge Period, (Y+R c), s			0.0		5.0	5.0		5.	.0	0.0		5.0	5.0		5.0
The second secon	Allow Headway (MAH), s			3.1		3.1	3.0		3.	.1	2.9		0.0	2.9		0.0
	Allow Headway (<i>MAH</i>), s eue Clearance Time (<i>g s</i>), s			28.0		37.0	3.3		22	2.0	29.0			13.5		
Green Extension				0.0		0.0	0.0		0.	.0	0.0		0.0	0.0		0.0
Phase Call Pro				1.00		1.00	1.00)	1.0	00	1.00			1.00		
Max Out Proba				1.00		1.00	1.00		1.0	00	1.00			1.00		
			Visit.											20.0		
Movement Gr	oup Re	sults			EB			WE	3			NB			SB	Г Б
Approach Mov	ement			LL	T	R	L	T	_	R	L	T	R	L	T	R
Assigned Move				7	4	14	3	8	-		5	2	12	1	6	16
Adjusted Flow				552	696		35	488	_	_	677	1386	22	308	780	246
CALLED THE PARTY OF THE PARTY O	Mark Street and Burners	ow Rate (s), veh/h/	In	1781	1713	-	1730	1870			1781	1781	1557	1730	1781	1535
Queue Service		THE RESERVE AND ADDRESS OF THE PARTY OF THE		26.0	35.0		1.3	20.0	-		27.0	46.5	1.0	11.5	23.3	15.8
	***	ce Time (gc), s		26.0	35.0		1.3	20.0			27.0	46.5	1.0	11.5	23.3	15.8
Green Ratio (0.20	0.27		0.05	0.15			0.21	0.44	0.44	0.09	0.36	0.36
Capacity (c),				356	461		160	288	-		370	1561	683	319 0.963	0.606	0.443
Volume-to-Cap				1.550	1.508	-	0.218	-	-		1.830	0.888	0.032	0	382.1	253.1
Back of Queue	e (Q), f	t/ln (95 th percentile)	1453.	1756. 2		25.1	139	2		2013.	698.7	17.2	276	302.1	200.1
Back of Output	1011	veh/ln (95 th percent	ile)	57.2	69.1		1.0	54.8	3		79.3	27.5	0.7	10.9	15.0	10.0
		(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			ilia)	52.0	47.5	1	59.7	55.0			51.5	33.6	20.8	58.8	33.9	31.5
Incremental D				261,0		-	0.3	327	-	-	384.1	7.9	0.1	40.2	2.1	2.6
Initial Queue [0.0	0.0	1	0.0	0.0	-	U NOTE OF	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	THE RESERVE AND ADDRESS.			313.0	-	1	60.0	382			435.6	41.4	20.9	99.0	36.1	34.1
Level of Service				F	F		E	F	1		F	D	C	F	D	С
Approach Dela				298.	hannyana	F	361	-		F	169.		F	50.3	-	D
Intersection D				1			9.1		-	*	TO THE STATE OF			F		
THE SERVICE		ASSESSED BUSINESSES		SALES SERVICES	A MESS	Handin	NAME OF THE OWNER, OWNE		20.7		THE REAL PROPERTY.					
Multimodal R	esults	THE PARTY OF THE P	A A A	The state of the s	EB	and the state of		VVE	3			NB			SB	
Pedestrian LO		e/LOS		3.0	meaning party	С	3.1			С	3.4		С	2.3		В
Bicycle LOS S	-			2.5		С	0.6	3		Α	2.2		В	1.6		В

HCS7111 Streets Version 7.3

			7 Siyı			(See in									
General Inform	ation									ion Info		1			À
Agency		Solaegui Engineers				100	#1550 J. of 1170 c	and the second	uration,		0.25		- 開催		
Analyst		MSH				Sep 13			rea Type	9	Other		1		
Jurisdiction		City of Sparks		Time P	eriod	AM Pe	ak Hour	P	HF		0.95		-	THE STATE OF THE S	5
Urban Street				Analysi	s Year	2035 E	Base	A	nalysis	Period	1> 7:0	0	Z.		
Intersection		Pyramid & Sparks		File Na	me	PySp3	5ax.xus							httr	
Project Descrip	tion		otto unitar	VOICE PURPLE NAME OF	FV-1500	LON KEIL D	en de la companie	90500	SWINDSSMO	uredovi	73 TO V		CONTRACTOR OF STREET	4 1 4 7 E	
Demand Inform	nation	the amount of the	sul sick		EB		The state of	WB	A Ten	EMEGLIE PRODU	NB	PAPER HOLE	\$1000 CGRUHH	SB	ESPERATURE .
Approach Move				L	Т	R	T	T	R	L	T	R	,L	T	R
Demand (v), v	THE RESERVE AND ADDRESS OF THE PARTY OF THE			100	200	100	250	150		100	1350	100	600	3400	100
Demand (V), V			- S. W. W. W.				SAN SELEC	NAME OF THE OWNER, OWNE			17.55		ASE IN		
Signal Informa	tion	AND DESCRIPTION OF THE PARTY OF	III ROMANIA II	The state of the s	L	124	1	T							11/3
Cycle, s	120.0	Reference Phase	2	1	W	60.00.00	10000	12	6		,		P	-	₹.
Offset, s	0	Reference Point	End	6	F 0	150	63.0	9.0	3.0	10.0		,	2		, x
Uncoordinated	No	Simult. Gap E/W	On	Green Yellow		15.0	4.0	0.0	0.0	4.0	- 5	. 4		1	+
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	0.0	0.0	1.0		1	6	7	
TOIGE WOOD	S Salar		SERVICE OF THE PERSON NAMED IN COLUMN 1	STATE OF THE PARTY	1980			ARAS	AND ASSESSED.		4	TO BE THE REAL PROPERTY.	Savenilli		
Timer Results	Contract Contract	ALIENSA MANAGEMENT AND THE PARTY OF THE PART	SCORE LAND	EBL		EBT	WBL		WBT	NBL		NBT	SBL	. 5	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	Y 6			9.0	_	15.0	12.0		18.0	10,0	(0.88	25.0	3	33,0
Change Period		c) s	-	0.0		5.0	5.0		5.0	5.0		5.0	0.0		5.0
NAME AND ADDRESS OF TAXABLE PARTY.	x Allow Headway (<i>MAH</i>), s			3.1	-	3.1	3.0		3.1	2.9		0.0	2.9		0.0
				9.0	_	12.0	9.0		11.9	7.0			23.2		
	eue Clearance Time (g s), s en Extension Time (g e), s			0.0		0.0	0.0		0.1	0.0	1	0.0	0.4		0.0
Phase Call Pro				1.00		1.00	1.00		1.00	1.00			1.00	,	
Max Out Proba	Married Street, or			1.00		1.00	1.00		1.00	1.00	-		1.00		
Wax Out Floba	ionity	The state of the same	AVEC STATE	ACCHONS.		1000	100000	STATE OF	NO.	200					
Movement Gr	oup Re	sults		1	EB			WB	7		NB			SB	
Approach Mov				L	T	R	L.	Т	R	L	Т	R	L	Т	R
Assigned Move	-			7	4	14	3	8		5	2	12	1	6	16
Adjusted Flow		/), veh/h		105	289		263	158		105	1421	105	632	3579	79
		ow Rate (s), veh/h/	/ln	1781	1759		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
ACM THE RESERVE TO TH	-	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 (والمحال والمالية والمالية	And the state of t		0.08	0.08		0.06	0.11		0.04	0.52	0.52	0.21	0.65	0.65
Capacity (c),	-			134	147		202	203		74	1870	818	721	2315	1003
Volume-to-Car		atio (X)		0.788	1.975	5	1.304	0.779	9	1.418	0.760	0.129	0.876	1.546	0.079
A STATE OF THE PARTY OF THE PAR	Annual Section Section 1	t/In (95 th percentile	e)	183	940.6	3	334.3	234.4	4	323.5	534.5	64.3	378.9	4134.4	
		reh/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		0.00	0.00	0.00	0.00	0.00	0,00
Uniform Delay	niform Delay (d 1), s/veh			54.6	55.0		56.5	52.1		57.5	22.5	14.5	46.0	21.0	7.7
Incremental D				24.3	462.3	3	168.0	16.0	lăi.	250.1	3.0	0.3	11.4	247.9	0.2
Initial Queue D				0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	CONTRACTOR OF THE PARTY OF THE	Accessed to the lateral control of the latera		78.9	517.3	3	224.5	68.1		307.6	25.5	14.8	57.4	268.9	7.9
Level of Service] E	F		F	E		F	C	В	E	F	A
Approach Dela		and the same of th		400	4	F	165.	9	F	43.)	D	233.	.0	F
Intersection D						19	92.6	A STATE OF THE PARTY OF					F	ALIGN DATE:	Magraph and
A PARTY TO THE REAL PROPERTY OF THE PARTY OF	THE				10.00		MEDIA.			588		186	STATE OF	A SIME	SABAL.
Multimodal R	esults				EB	-		WB			NB		-	SB	ю.
Pedestrian LO	S Score	e/LOS		3.0		С	3.1		С	2.9	-	С	2.3	-	В
Bicycle LOS S	core / L	.OS		1.1		Α	1.1		Α	1.8		В	4.0	1	D

		HCS	7 Si _ອ	ıalize	d Inte	ersect	ion R	esul	ts Sui	nmեւյ	/	ng protestucios		CONTRACTOR INCOME.	0000510
he le								學問題						4 11.40 1 1	
General Inform	PER STANSON HAVE							-	Charles and the State of the St	tion Info	The state of the s	n	- mi		
Agency		Solaegui Engineers		and their enter site or the		-			uration		0.25		-		
Analyst		MSH		Analys	is Date	Sep 13	3, 2017		rea Typ	oe	Other				
Jurisdiction		City of Sparks		Time P	eriod	PM Pe	ak Hou	r F	PHF		0.95				#
Urban Street				Analys	is Year	2035 E	Base	1	nalysis	Period	1> 7:0	10	三		
Intersection		Pyramid & Sparks		File Na	me	PySp3	35px.xus	8						ጎተተሰ	
Project Descrip	tion						LEVEL SHAPE	NW022002	anne skale	NEW SCHOOL STREET	HENVIS	wantsus	MANAGEMENT OF THE PARTY OF THE	41441	DESCRIPTION OF THE PERSON OF T
Demand Inform	nation				EB		2000年1000年1000日	WB	APPENDING	CHANGE CONTRACT	NB	avanes	Remede	SB	
Approach Move	ment			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
		ex value and	WHAT I	MANUSTR	ATT I	U SESSI	BEAR	A COLUMN		N. SVOTS		de la		A CS	
Signal Informa	tion			1	1		71								
Cycle, s	130.0	Reference Phase	2	1	18	15/0	1 5	2 2	65****			× .	V	-	→ .
Offset, s	0	Reference Point	End		100	100			140	16.0		1	2	3	A .
Uncoordinated	No	Simult. Gap E/W	On	Green Yellow	- Anna contract of the Contrac	10.0	54.0	0.0	0.0	4.0	-			7	-
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	0.0	0.0	1.0] . [,	8
Torce wode	1 IACU	SELECTION OF TWO		ALC: N	NAME OF THE OWNER, OWNE	THE STATE OF			SHEE		VALUE OF THE PARTY		TAX S	SAUALINE I	Dat Vol
Timer Results		Maria Cara Cara Cara Cara Cara Cara Cara		EBI	ancerposes	EBT	WBI	L	WBT	NBI	-	NBT	SBL		SBT
Assigned Phase	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
				22.0		21.0	23.0		22.0	27.0		69.0	17.0		59.0
Phase Duration	-			-		-	5.0	-	5.0	0.0		5.0	5.0		5.0
Change Period			_	0.0		5.0	process of the later in	department of the last		- ALLEST TRA	_	NAME OF TAXABLE PARTY.	2.9		0.0
	Allow Headway (MAH), s ue Clearance Time (g s), s			3.1	_	3.1	3.0		3.1	2.9		0.0			0.0
				16.5		18.0	13.3		16.3	12.0			14.0		0.0
Green Extension		(ge), s		0.2		0.0	0.3		0,1	0.2		0.0	0.0		0.0
Phase Call Pro	bability			1.00	-	1.00	1.00	-	1.00	1.00	-		1.00		
Max Out Proba	bility		-	0.10)	1.00	0.19)	1.00	0.00)		1.00)	mentor on
									1000			W. VISTOR	PERMIT	CD.	
Movement Gro		suits			EB	1 -		WB	1 5	-	NB	- D	-	SB	D .
Approach Move	THE RESERVE OF THE PARTY NAMED IN			L	T	R	L	T	R	L	T	R	L	T	R
Assigned Move				7	4	14	3	8	-	5	2	12	1	6	16
Adjusted Flow				211	237		316	211	-	158	3632	211	526	1789	89
And the second second second second second	Andreas de la contraction de l	ow Rate (s), veh/h/	'In	1781	1743		1730	1870		1781	1781	1558	1730	1781	1537
Queue Service				14.5	16.0		11.3	14.3		10.0	64.0	10.3	12.0	54.0	4.7
Cycle Queue C	learanc	e Time (g_c), s		14.5	16.0		11.3	14.3		10.0	64.0	10.3	12.0	54.0	4.7
Green Ratio (g	7/C)	424		0.17	0.12		0.14	0.13		0.21	0.49	0.49	0.09	0.42	0.42
Capacity (c),	veh/h			301	214		479	245		370	1753	767	319	1479	638
Volume-to-Cap	acity Ra	atio (X)		0.698	1.104		0.659	0.861		0.427	2.071	0.275	1.648	1.210	0.140
Back of Queue	(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/ln (95 th percent	tile)	11.2	19.1		8.6	13.0		7.7	229,5	6.6	29.8	60.4	3,1
Queue Storage	Ratio ((RQ) (95 th percer	itile)	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay				50.9	57.0	1	53.1	55.3		44.8	33.0	19.4	59.0	38,0	23.6
Incremental De				5.9	92.2		2.7	24.4		0.3	484.1	0.9	305.4	100.9	0.5
Initial Queue D	-			0.0	0.0	1	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
THE PROPERTY OF THE PROPERTY OF THE				56.8	149.2	1	55.8	79.7		45.1	517.1	20.3	364.4	138.9	24.0
	U I. alv		-	E	F	1	E	E	1	D	F	С	F	F	С
Control Delay ()					B	1	1					-	
Control Delay (Level of Service	e (LOS)				7 1	F	65.5	3	E	472	3	-	184	0	Г
Control Delay (e (LOS) y, s/veh	/LOS		105.	7	F 32	65.3 7.1	3	E	472	.3	F	184. F	0	F
Control Delay (Level of Servic Approach Dela Intersection De	e (LOS) y, s/veh elay, s/ve	/LOS							E	472		0 0 2	A		
Control Delay (Level of Servic Approach Dela	e (LOS) y, s/veh elay, s/ve	//LOS eh/LOS			EB			WB	E C	3.4	NB	C	A	SB	В

THE RESERVE OF THE PARTY OF THE				STATE OF THE PARTY	HOLEST ST	E 7/ 20 ES	A SEPTEMBER	IS STOR					10 S. 10		2	DEC S
General Inform	ation	BIFLEROMETSADSANGS						STATE OF THE PARTY.	Inter	secti	on Info	rmation	1	130	el Jarle I de	
	lation	Solaegui Engineers						-	Durat		-	0.25			ittir	
Agency Analyst		MSH		Analysi	s Date	Sep 13	3. 2017		Area			Other		4		
Jurisdiction	-	City of Sparks		Time P	Andread or the Parket of Street, or widow,	-	ak Hour		PHF	JF		0.95				\$
Urban Street		City of Oparka		Analysi		2035 E			-	vsis F	Period	1> 7:0	0	-		
						Projec	t			MENSSICE	26-16-25				ነተተሰ	
Intersection		Pyramid & Sparks		File Na	me	PySp3	5aw.xus							100	a termin	r
Project Descrip	tion	CONTRACTOR OF THE PROPERTY AND ADDRESS OF THE PROPERTY ADDRESS OF THE	used revolus	CHONWOON	JAN SANS	10000000	NET SECTION	daliun	VINSUIT.	SAMOR	NESTERON	AT HAT DO		10000	W. S. S. S.	
And the second			NAMES	PARTICULAR STATE	EB	EVEL BOX	SIDESTRUCTOR	WE	3	SON AND	DESCRIPTION	NB		Name of Street	SB	MONSHORE
Demand Inform	CONTRACTOR STREET			L	T	R	L	T	-	R	L	T	R	L	T	R
Approach Move				200	367	401	250	20	-		204	1350	100	600	3400	135
Demand (v), v	en/n	CHARLES TO COMPANY	1000	200	307	401	200	200	NISON.		E CONT	ANGEL		ASSESSED NO.		SHARE
Signal Informa	ation		CT 1.211.33	THE RESIDENCE IN	5	T.U.	TT	NAME OF TAXABLE PARTY.	ORDER TO	COLUMN ASSESSMENT	CONTRACTOR		T			
Cycle, s	120.0	Reference Phase	2	1	9/	12 9759	17911	7	0	-3	> ·	1	1	P	_	*
Offset, s	0	Reference Point	End	1	()	45.0	55.0	6.0		_ы 4.0	14.0		1	2	*	A a
Uncoordinated		Simult. Gap E/W	On	Green Yellow		0.0	4.0	4.0		0.0	4.0	-	1		1	+
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	1.0		0.0	1.0		1.		7	
			MATERIAL STATES					水浸	198					S 8 16	ALS 1/10	
Timer Results	-	A CONTRACTOR OF THE PARTY OF TH		EBL		EBT	WBI		WB	T	NBL		NBT	SBL		SBT
Assigned Phas				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			15.0		23.0	11.0		19.0	0	11.0	(0.08	26.0	7	75.0
Change Period	-	c), S		0.0		5.0	5.0		5.0)	5.0		5.0	0.0	-	5.0
****	x Allow Headway (MAH), s			3.1		3.2	3.0		3.2	2	2.9		0.0	2.9		0.0
Queue Clearar				16.1		20.0	8.0		16.0	0	8.0			23.0		
Green Extension	-			0.0		0.0	0.0		0,0)	0.0		0.0	0.6		0.0
Phase Call Pro				1.00		1.00	1,00		1.0	0	1.00			1.00	1-	
Max Out Proba				1.00)	1.00	1.00)	1.0	0	1.00			0.96		-
THE RESERVE OF THE PERSON OF T	SIERVI		NAU P				SINZ C									With the
Movement Gr	ASSESSMENT OF THE PARTY NAMED IN	sults			EB			WB				NB			SB	-
Approach Mov	-			L	Т	R	L	T	-	R	L	T	R	L	T	R
Assigned Move	THE RESERVE AND PERSONS NAMED IN			7	4	14	3	8	_	_	5	2	12	1	6	16
Adjusted Flow				211	782		263	219	-		215	1421	105	632	3579	116
the second second second second	NAME OF TAXABLE PARTY.	low Rate (s), veh/h/	ln	1781	1687		1730	1870			1781	1781	1557	1730	1781	1542
Queue Service				14.1	18.0	-	6.0	14.0			6.0	43.2	4.7	21.0	70.0	4.1
The second secon		ce Time (gc), s		14.1	18.0	-	6.0	14.0	-		6.0	43.2	4.7	21.0	70.0	4.1
Green Ratio (0.12	0.15	-	0.05	0.12			0.05	0.46	0.46	0.22	0.58	0.58
Capacity (c),				223	253	-	173	218	-		89	1632	714	750	2077	899 0.129
Volume-to-Car				0.945	3,091		1.521	1.00	-		2.411	0,871 637.2	76.4	0.843 366.1	1.723 4786.8	-
Back of Queue	e (Q), f	t/ln (95 th percentile)	353	2920.		385.3	390.	6	1	782.3	637.2	70.4	300.1	4760.6	39.0
Back of Output	101.	veh/in (95 th percent	ile\	13.9	115.0		15.2	15.4	4		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			uioj	52.1	51.0	1	57.0	53.0			57.0	29.3	18.9	45.0	25.0	11.3
Incremental Delay				44.7	951.5		261.9	61.8		-	667.8	6.7	0.4	8.2	327.3	0.3
Initial Queue D				0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0
Control Delay				96.8	1002.		318.9	-			724.8	36.0	19.3	53.2	352.3	11.6
Level of Service	e (LOS	3)		F	5 F		F	F	+		F	D	В	D	\F	В
Approach Dela				810		F	226		F		119.	9	F	299	.5	F
Intersection De							20.6			-	-			F		
				BERNIN .		5 PO 16	ALCOHOL:	BANK THE		135	ME IN			W.		
Multimodal R	esults				EB			VVE	3			NB			SB	
Pedestrian LO		e / LOS		3.0		С	3.1		С		2.9		C	2.3		В
	core / L	OS		2.1		В	1.2	1	Α	1	1.9		В	4.1		D

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HCS7™ Streets Version 7.3

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	TE SUE	可以在 的图像	1 3	No.	E CONTRACTOR								1000		
General Inform	nation	Mary San	-	a v. Joseph Market and M	eren a service			In	tersect	on Info	rmation	1	1		V.
Agency		Solaegui Engineers	2)				30110000	Di	ration,	h	0.25		-		
Analyst		MSH		Analysi	s Date	Sep 13	3, 2017	Ar	еа Туре		Other		*		
Jurisdiction		City of Sparks		Time P		_	ak Hour	Ph	HF.		0.95		\$		=
Urban Street				Analysi	s Year	2035 E Project		Ar	nalysis I	Period	1> 7:0	0		2110	
Intersection		Pyramid & Sparks		File Na	me	PySp3	5pw.xus							न रक्षा	
Project Descrip	tion		-								Telephone Telephone		1		
国政务 资本保险											MARCH		o to say	ESIANE	0)
Demand Inform	nation				EB			WB	-		NB	T total		SB	
Approach Move	ement			L	T	R	L	T	R	L	Т	R	L	T	R
Demand (v), v	eh/h	NAME AND ADDRESS OF THE OWNER, WHEN PERSONS	aurass/sauer	259	248	277	300	363	NAME OF TAXABLE PARTY.	444	3450	200	500	1700	208
								STATE OF	MINES SERVICE	ORDER STATE	SOURCE STATE	0.5000	Mesocone and		STATEMENT
Signal Informa	Secretaria de la constitución de	Reference Phase	2	1	n		71	77 0	4 3	- 1	- \		D	/	_
Cycle, s	130.0	Reference Point	End	-	1	"YT	" TY			-3	110	1	-2	- 5	N.
Offset, s	No	Simult. Gap E/W	On	Green		10.0	54.0	22.0	1.0	16.0	- 15			я	+-
Uncoordinated	177.75	Simult. Gap E/V	On	Yellow Red	1.0	0.0	1.0	0.0	0.0	1.0	- 1) . **		,	
Force Mode	Fixed	Simult. Gap 14/5	OII OII	Keu	MACHENIA N	10.0	SINCE AND				THE STATE	(Billian		SAME IN	TY TO
Timer Results			MATERIAL STATE	EBL	3476575	EBT	WBL	CHICAGO CONTRACTOR	WBT	NBL		VBT	SBL	cold Color	SBT
Assigned Phas				7		4	3	-	8	5		2	1		6
Case Number	e .			2.0	-	4.0	2.0		4.0	2.0		3.0	2.0		3.0
Phase Duration				22.0		21.0	23.0	\rightarrow	22.0	27.0		9.0	17.0		59.0
Change Period	ALCOHOL: UNKNOWN	a) s	-	0.0		5.0	5.0		5.0	0.0		5.0	5.0		5.0
	ax Allow Headway (<i>MAH</i>), s			3.1	-	3.1	3.0		3.1	2.9		0.0	2.9		0,0
	eue Clearance Time (g s), s			21.5	1	18.0	13.3		19.0	29.0			14.0		
The second second				0.0		0.0	0.3		0.0	0.0		0.0	0.0		0.0
	een Extension Time ($g \circ$), s ase Call Probability			1.00		1.00	1.00	1	1.00	1.00			1.00		
Max Out Proba				1.00		1.00	0.19		1.00	1.00			1.00		
	W. 103				BIELE					120	N/E	Zavyor		A. CANE	200
Movement Gr	oup Re	sults			EB			WB			NB		_	SB	
Approach Mov	ement			L	T	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				273	526		316	382		467	3632	211	526	1789	193
Adjusted Satur	ation FI	ow Rate (s), veh/h/	ln .	1781	1684		1730	1870		1781	1781	1558	1730	1781	153
Queue Service				19.5	16.0		11.3	17.0		27.0	64.0	10.3	12.0	54.0	10.9
Cycle Queue (Clearand	ce Time (gc), s		19.5	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		0.21	0.49	0.49	0.09	0.42	0.42
Capacity (c),				301	207		479	245		370	1753	767	319 1.648	1.210	0.30
Volume-to-Car				0.904	2.540		0.659	1.562		1.263	2.071 5829.	0.275 168	757.9	1533.8	-
Back of Queue	e (Q), f	t/ln (95 th percentile	;)	417.7	1881		218.8	1037.		972.1	9	100	131.8	1000.0	102.
Back of Oueur	1011	veh/ln (95 th percent	tile)	16.4	74.1		8.6	40.8		38.3	229.5	6.6	29.8	60.4	7.2
		THE RESERVE THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.	**************************************	0.00	0.00	1	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.0
	tueue Storage Ratio (RQ) (95 th percentile) Iniform Delay (d_1), s/veh			53.0	57.0		53.1	56.5		51.5	33.0	19.4	59.0	38.0	25.
	nitorm Delay (d 1), s/ven ncremental Delay (d 2), s/veh			28.1	706.9		2.7	272.0	-	138.5	484.1	0.9	305.4	100.9	1.2
nitial Queue Delay (d 3), s/veh				0.0	0.0		0.0	0.0	-	0.0	0.0	0.0	0.0	0,0	0.0
Initial Queue F	Control Delay (d), s/veh			81.1	763.9		55.8	328.5		190.0	517.1	20.3	364.4	138.9	26.
William St. Co. St. Co. of Co.	_evel of Service (LOS)			F	F		E	F		F	F	C	F	F	C
Control Delay	Level of Service (LOS) Approach Delay, s/veh / LOS			530.	9	F	205.	1	F	457.	4	F	177,	6	F
Control Delay Level of Service		1/LOS											general Contract of the Contra		
Control Delay Level of Service	ay, s/vel	AND DESCRIPTION OF THE PARTY OF				35	58.9						F		
Control Delay Level of Service Approach Dela	ay, s/vel	AND DESCRIPTION OF THE PARTY OF	in City		dia	35	8.9								
Control Delay Level of Service Approach Dela	ay, s/vel elay, s/v	AND DESCRIPTION OF THE PARTY OF			EB	35 C	3.1	WB	c	3.4	NB	C	2.3	SB	В

		HCS	7 Siջ.	alize	d Inte	ersect	ion R	esul	ts Sur	nma. y	NEW WORLD	REMINER	NEAUIAX	16cmillion	e a constant
的影響性影響				SMA			HVERY.			Masa Info	a design			el plante la de	Sales Sales
General Inform	nation							-		tion Info	-		- E	1111	
Agency		Solaegui Engineers				-			Duration		0.25		- 8		33
Analyst		MSH				Sep 13		-	Area Typ	е	Other		_,		-
Jurisdiction		City of Sparks		Time P	eriod	AM Pe	ak Hour		PHF		0.95		E T	""	
Urban Street				Analys	is Year		3ase + t + Kiley		Analysis	Period	1> 7:0	0		ጎተተረ	
Intersection		Pyramid & Sparks		File Na	me	PySp3	5awo.xu	us					1	41441	r.
Project Descrip	otion			-	-	-	ACCUSED NO.	expressions	wist of \$1000	NAME AND ADDRESS OF THE PARTY O	ewsznakie	ate con marcon	SELECTION OF THE PERSON OF THE	1700000000000	000000
				NAME OF STREET	ED			WE		BHIESTERS	NB		Malana A	SB	
Demand Infor	-				EB	R	L	T	R	1	TT	T R	L	T	R
Approach Mov				L		-		23		281	1347	100	630	3450	135
Demand (v),	veh/h	anvasassassassassassas	WHEELER CO.	276	377	418	250	23	SECTION S	201	1047	100	030	0400	2000
Signal Inform	ation	Harry Market Market Co.	Christian (State	STIERROOMS	STATE OF THE PARTY OF	J.	71	DESCRIPTION OF THE PERSON	A COLUMN TO SERVICE	SECOND PROPERTY.					
Cycle, s	120.0	Reference Phase	2	1	- 54	15.0-21	1111-0.0	_71	E = 3	-3	,		V	-	\rightarrow
Offset, s	0	Reference Point	End	1	7	100	1		28			-1		-3	34 4
Uncoordinated	-	Simult. Gap E/W	On	Green		13.0	55.0	5.0		4.0	-			71	-
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	1.0	0.0	11.0	11.0		11.0	7.00] ,]	6	7	0
Force Mode	Fixed	Simult. Gap 14/5	STATE OF	WE WAR	MESERI	assured)		Marie V			almay as	S.C.W.	A NOW		
Timer Results		ASSESSMENT OF THE PROPERTY OF	HART SET	EBL	escelleboo	EBT	WBI	342343025	WBT	NBL		NBT	SBL		SBT
Assigned Phas				7		4	3		8	5		2	1		6
Case Number	30			2.0		4.0	2.0		4.0	2.0		3.0	2.0		3.0
Phase Duratio	n e			16.0		24.0	10.0		18.0	13.0		30.0	26.0		73.0
		c) 8		0.0		5.0	5.0		5.0	5.0	The same of	5.0	0.0		5.0
The second secon	ange Period, (Y+R c), s x Allow Headway (<i>MAH</i>), s			3.1		3.2	3.0	_	3.2	2.9		0.0	2.9		0.0
	x Allow Headway (<i>MAH</i>), s eue Clearance Time (<i>g s</i>), s			18.0	-	21.0	7.0		15.0	10.0			24.3		
	eue Clearance Time (g_s), s een Extension Time (g_s), s			0.0		0.0	0,0	-	0.0	0.0		0.0	0.4		0.0
Phase Call Pro				1.00		1.00	1.00		1.00	1.00			1.00		
Max Out Proba				1.00	-	1.00	1.00		1.00	1.00			1.00		
Wax Out Flob	ability		8/10/25	entaine.	15857		1011111	SERVICE NAMED IN		STATE OF THE PARTY.		NEW YORK	475	DEVER	MARK
Movement Gr	oup Re	sults	ULA HAZZA		EB	and the second		WB	į.		NB			SB	ora-ora
Approach Mov				L	Т	R	L	Т	R	L	Т	R	L	T	R
Assigned Mov				7	4	14	3	8		5	2	12	1	6	16
Adjusted Flow	and the second second second	v), veh/h		291	811		263	249		296	1418	105	663	3632	116
The state of the s		low Rate (s), veh/h/	ln	1781	1686		1730	1870	0	1781	1781	1557	1730	1781	1541
Queue Service				16.0	19.0		5.0	13.0		8.0	43.0	4.7	22.3	68.0	4.2
		ce 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		0.04	0.11		0.07	0.46	0.46	0.22	0.57	0.57
Capacity (c),				238	267		144	203		119	1632	714	750	2018	873
Volume-to-Ca		atio (X)	-	1.223	3.036		1.826	1.23	1	2.491	0.869	0.147	0.885	1.800	0.133
)	616.1	3013.	-	437.6		8	1059.	634.3	76.4	394.9	5086.2	63.2
	ack of Queue (Q), ft/ln (95 th percentile)			-	1		17.0		-	9	05.0		45.5	200.2	2.5
Annual Control of the		veh/ln (95 th percen		24.3	118.6		17.2	21.5		41.7	25.0	3.0	15.5	0.00	0.00
	ueue Storage Ratio (RQ) (95 th percentile)			0.00	0.00	-	0.00	0.00		0.00	0.00	0.00	110000000000000000000000000000000000000	-	12.2
Annual Property and Personal Property and	niform Delay (d 1), s/veh			52.0	50.5		57.5	53.5		56.0	29.3	18.9	45.5 11.8	26.0 361.8	0.3
	ncremental Delay (d 2), s/veh			132.0	926.2		397.4	Technologies	-	695.3	0.0	0.4	0.0	0,0	0.0
Indianal contraction of the cont	nitial Queue Delay (d 3), s/veh			0.0	0.0	-	0.0	192.	***	751.3	35.8	19.3	57.4	387.8	12.5
and the same of th	control Delay (d), s/veh			184.0 F	-		454.9	192.	9	F	D D	19.3 B	57.4 E	507.0	B
	evel of Service (LOS)				F	_	F 227		F	-		F	328		F
Annual Contract of the Contrac	Approach Delay, s/veh / LOS				6	F	327	.4	Г	151	2	7	F 320.	<u> </u>	
Intersection D	tersection Delay, s/veh / LOS				SMOKE	34 6076-0039	48.8	UPS DODE	953553956	NAME OF THE OWNER, OF THE OWNER, OF THE OWNER,		57 A.T.		X9 2055	0.57.45
Multimodal R	Populte		ALL VALUE OF STREET	A STATES	EB		Partie I	WE	PACIFICATION SELECTION SEL	NAME OF TAXABLE PARTY.	NB	-	The state of the s	SB	ADDED !
Pedestrian LC	A STATE OF THE PARTY OF THE PAR	1108		3.0	-	С	3,1	-	C	2.9	-	С	2.3		В
				with the same of the same of	-		-	-	A	2.0	_	В	4.1	-	D
Bicycle LOS 5	core / L	.00		2.3		В	1.2		100	2.1		U	TV.		

		HCS	7 Sis.	alize	d Inte	ersect	ion R	esul	ts Sur	nma. y		en community	NAME OF TAXABLE PARTY.	i de granda de	
			400											4241	
General Inform	ation									tion Info	-	n:	İ	litir	
Agency		Solaegui Engineers						-	Duration		0.25		- 3		
Analyst		MSH		Analysi	-	Sep 13		- none	Area Typ	e	Other		3-		-
Jurisdiction		City of Sparks		Time P			ak Hour	-	PHF		0.95		-		M
Urban Street				Analys		A CONTRACTOR OF THE PARTY OF TH	t + Kiley		Analysis	Period	1> 7:0	0		ጎተተኛ	
Intersection		Pyramid & Sparks		File Na	me	PySp3	5pwo.xu	JS					1	41477	C .
Project Descrip	tion								and the second				-	annohumete	MATERIAL PARTY
	The sale							41.0			NO SECTION		NO.	O.D.	
Demand Inform	Annual Printers				EB	1	1	WE	the same of the same of		NB		-	SB	
Approach Move	ement			L	T	R	<u> </u>	T	R	L	T	R	L	T	R
Demand (v), v	eh/h		HALE PARTY	383	258	294	300	393	3	568	3400	200	531	1751	208
				NEW MIN			SHOW				CHECKLE SO	250110025			
Signal Informa	_			-	6	1	71	_25	.,-	5-	- (tz	/	
Cycle, s	130.0	Reference Phase	2	-	15	YIY	7 1	74		- 5	136	1	2	3	V (
Offset, s	0	Reference Point	End	Green		10.0	54.0	22.		16.0					_
Uncoordinated	No	Simult. Gap E/W	On	Yellow	A THE RESIDENCE OF THE PARTY OF	0.0	4.0	0.0	0.0	4.0		1 4			
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	0.0	0.0	1.0	A 55 S 55	0	E00300000	SERVICE OF STREET	200000
			Shell				(583)	A SE			TERMINA	A A SA	15/16/51	I DESCRIPTION OF THE PERSON OF	ODT
Timer Results				EBL		EBT	WBI		WBT	NBI	- -	NBT	SBL	- 3	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			22.0		21.0	23.0		22.0	27.0		39.0	17.0		59.0
Change Period	, (Y+R	c), S		0.0		5.0	5.0		5.0	0.0		5.0	5.0		5.0
Max Allow Hea	x Allow Headway (<i>MAH</i>), s			3.1		3.1	3.0		3.1	2.9		0.0	2.9		0.0
Queue Clearan	eue Clearance Time (g s), s		24.0		18.0	13.3	3	19.0	29.0)		14,0)		
	eue Clearance Time (g s), s en Extension Time (g e), s			0.0		0.0	0.3		0,0	0.0		0.0	0.0		0.0
Phase Call Pro	DUMANTHUM WHEN			1.00)	1.00	1.00)	1.00	1.00)		1.00)	
Max Out Proba				1.00		1.00	0.19		1.00	1.00)		1.00)	
							1000			See and		Soluti			VI 1
Movement Gre	oup Res	sults			EB			WB			NB			SB	
Approach Move	ement			L	T	R	L	T	R	L	T	R	L	Т	R
Assigned Move	ement			7	4	14	3	8		5	2	12	1	6	16
Adjusted Flow	Rate (v	/), veh/h		403	555		316	414		598	3579	211	559	1843	193
Adjusted Satur	ation FI	ow Rate (s), veh/h/	In	1781	1682		1730	1870		1781	1781	1558	1730	1781	1537
Queue Service	Time (gs), S		22.0	16.0		11,3	17.0		27.0	64.0	10.3	12.0	54.0	10.9
Cycle Queue C	learanc	ce Time (<i>g c</i>), s		22.0	16.0		11.3	17.0		27.0	64.0	10.3	12.0	54.0	10.9
Green Ratio (g/C)			0.17	0.12		0.14	0.13		0.21	0.49	0.49	0.09	0.42	0.42
Capacity (c),	-		STORING PROPERTY.	301	207		479	245		370	1753	767	319	1479	638
Volume-to-Cap	THE RESERVE OF THE PERSON NAMED IN	atio (X)		1.337	2.680		0.659	1.69		1.616	2.041	0.275	1.750	1.246	0.302
Back of Queue	(Q), f	t/ln (95 th percentile)	933.4	2015.		218.8	1191	.4	1613.	5687.	168	837.4	1666.5	182.1
				-	8					3	7			200	
		reh/ln (95 th percent		36.7	79.4		8.6	46.9	-	63.5	223.9	6.6	33.0	65.6	7.2
Queue Storage	ueue Storage Ratio (RQ) (95 th percentile)		itile)	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay	Iniform Delay (d 1), s/veh			54.0	57.0		53.1	56.5		51.5	33.0	19.4	59.0	38.0	25.4
Incremental De	ncremental Delay (d ₂), s/veh			172.6	-		2.7	328.		289.5	470.6	0.9	350.4	116.6	1.2
Initial Queue D	nitial Queue Delay (d ง), s/veh			0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
And the second s	Control Delay (d), s/veh			226.6	-		55.8	384.	7	341.0	503.6	20.3	409.4	154.6	26.6
Level of Service	evel of Service (LOS)			F	F		E	F		F	F	С	F	F	С
Approach Dela	y, s/vet	1/LOS		574.	.2	F	242	.3	F	458	.3	F	199	.9	F
Intersection De	elay, s/v	eh / LOS				37	75.6			1	e de la constante de la consta	CONTACTOR	F	Contract of the last	TOWNS THE P
APA TOR					10000	XHV			B B S		-	SEA AS			STATE OF
Multimodal R	a tributa de la compressa de l	· (A)			EB		-	WE	-	-	NB	-		SB	-
Pedestrian LO	S Score	e/LOS		3.0		C	3.1		C	3.4		С	2.3	-	В
Bicycle LOS S	core / L	OS		2.1		В	1.0)	Α	4.1		D	2.6	3	С

		HCS	7 Sıy.	ıalize	d Inte	rsect	ion Re	sult	s Sum	ımy			THE REAL PROPERTY.	Addressed	NAME AND DESCRIPTION OF THE PERSON OF THE PE
				250				WHEE!				MESC.	鐵點		
General Inform	ation								tersecti		-	n		el alcelo l	
Agency		Solaegui Engineers						Du	uration,	h	0.25		- 100		
Analyst		MSH		Analysi	s Date	Sep 18	3, 2017	Ar	еа Тура		Other				
Jurisdiction		City of Sparks		Time P	eriod	AM Pe	ak Hour	PI	4F		0.95			110	4 ·
Urban Street				Analysi	s Year	2035 E	Base	Ar	nalysis F	Period	1> 7:0	0			
Intersection		Pyramid/Sparks NB	Ramp	File Na	me	NB35a	ax.xus							ነ ነ በ	
Project Descript	tion					A							1	ৰ 144	11/
			VIR III											00	回身是
Demand Inform	nation				EB		-	WB			NB	1 -	-	SB	T 5
Approach Move	ment			L	Т	R	L	Т	R	L	T	R	L	Т	R
Demand (v), v	eh/h	N TANK WITH THE PROPERTY OF THE	NAME AND ADDRESS OF THE PARTY O	100	800	NAME OF TAXABLE PARTY.	- Income	400	300	100	SHEETS BE	100	STEEN STEEN	(3) (3) (3)	DESCRIPTION OF
Signal Informa	tion					NA PERSONAL PROPERTY AND PROPER	THE STATE OF THE PARTY OF THE P	9350B	NAME OF TAXABLE PARTY.		THE COURT	ALIES MASSI	32400/00000	JESES SINKS	SCHEENSTAND
Cycle, s	80.0	Reference Phase	2		=3	- 6	T								
Offset, s	0	Reference Point	End	_		-	11					1	2	3	. 4
Uncoordinated	No	Simult. Gap E/W	On	Green Yellow		30.0	20.0	0.0	0.0	0.0		a 1			K X
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	0.0	0.0	0.0		3	6	7	Y
T OICE MODE	1 IXEG	Manage Control			1000										原型質
Timer Results		for account of Atlanta Conference	S. Charles	EBL		EBT	WBL	. \	NBT	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		1	35.0			25.0			
Change Period	-	c), s		5.0		5.0			5.0			5.0			
Max Allow Hea				3.1		0.0			0.0			3.2			
Queue Clearan				4.0		-						6.3			
Green Extension	Access to an included the latest	Charles and the second of the		0.1		0.0			0.0			0.4			
Phase Call Pro		(3-71-		1.00			ì					1.00			
Max Out Proba	-			0.00			Ī					0.00			
到南部州经历	MINE TO A		STATE OF THE PARTY.	e fee				1965	A PARTY			THE REAL PROPERTY.	5		
Movement Gro	oup Res	sults			EB			WB			NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Move	ment			5	2			6	16	3		18			
Adjusted Flow	Rate (v), veh/h		105	842			421	316	105		105			
Adjusted Satur	ation Flo	ow Rate (s), veh/h/	'In	1730	1781			1781	1585	1730		1585			
Queue Service	Time (g s), S		2.0	9.3			6.7	12.4	1.9		4,3			
Cycle Queue C	learanc	e Time ($g_{ c}$), s		2.0	9.3			6.7	12.4	1.9		4.3			
Green Ratio (g				0.19	0.62			0.38	0.38	0.25		0.25			
Capacity (c),	veh/h		- 17.7	649	2226			1335	594	865		396			-
Volume-to-Cap	acity Ra	atio (X)		0.162	0.378			0.315	0.531	0.122		0.266			-
Back of Queue	(Q), ft	/In (95 th percentile)	37.2	138.5				213.3	33.7		70.4			
		eh/in (95 th percent		1.5	5,5			4.8	8.4	1.3		2,8			
Charles and the Real Property and the Control		(RQ) (95 th percer	ntile)	0.00	0.00			0.00	0.00	0.00		0.00		-	-
Uniform Delay				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 RESIDENCE AND ADDRESS OF THE PARTY OF TH		0.0	0.0			0.0	0.0	0.0		0.0		_	-
Control Delay	a territorial described in	*****		27.3	7.9		-	18.3	22.9	23.2		24.2			-
Level of Service		AND DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUM		С	A	L		В	C	С		C		1	
Approach Dela		****		10.0)	В	20.3	3	С	23.7		С	0.0	, [
Intersection De	lay, s/v	eh / LOS	DCSV0C014	-	nización e	1	5.5	discussion of	NAME OF TAXABLE PARTY.	002/02/32		CONTRACTOR	B	000000	
Mulaine a dal 7	A HITCH	CONTRACTOR OF THE PARTY OF THE		DENIET AND ADDRESS OF THE PARTY	EB		National Property of the Parket	WB		XIII DIN	NB	MARKET	S CALLED	SB	ESTRUMENT.
. wuuumooai Ke	itimodal Results				1/15/16	-				-	-			С	
	nodal Results strian LOS Score / LOS			1,9		В	2.4		В	2,9		C	3,0		1 :

NAMES AND DESCRIPTIONS	THE RES			alize			THE REAL PROPERTY.	Separate Sep		BY				S CONTRACT	No.
General Inform	ation	Section Fuel Property	Marian	Sphills Sharp	10/10/10	25 11000	Act and Lord	In	tersecti	on Info	rmatio	n	J.	1 4 4 1 1	- I
CHEST TOTAL CONTROL CONTROL	DISTANTANCE IN THE	Solaegui Engineers							uration,		0.25				
Agency			-	Analysi	e Date	Sep 18	2017	the state of the last	rea Type	-	Other				
Analyst		MSH		Time P	-		ak Hour		HF		0.95		-/	1	
Jurisdiction		City of Sparks						-	nalysis F	Pariod	1> 7:0	0	∮ →	15/25/20	
Urban Street			-	Analysi				14	naiysis r	61100	11-1.0		- 1		
Intersection		Pyramid/Sparks NB	Ramp	File Na	me	NB35p	x.xus								2 (
Project Descrip	tion	CONTRACTOR OF STREET	BURNON R	100	HANDESON	HEYENDA	al or service	BIRDES	OCCUPATION OF THE PARTY OF THE	ENCARE S	1000000		STATE OF	1120000	
Demand Inform	nation			CONTRACTOR IN	EB	WHITE SAFE	NO CONTRACTOR OF THE PARTY OF T	WB	The state of the s	NO.	NB	and the same of	ATM STATE	SB	NO COLUMN
Approach Move				L	Т	R	L	T	R	L	T	R	L	T	R
Demand (v), v				200	650	1		500	600	150		200			
Demand (V), V	STATE OF		3000	AND STATE OF	NAME OF TAXABLE	THE PARTY		No.		THE RES	Carried S		New York		50 W
Signal Informa	tion	The stops were the second second	atama para w					1							
Cycle, s	80.0	Reference Phase	2	1	=7	-	7 87	9	ł	1			+		
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	lone	7 4	_		K
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	0.0	0.0	0.0				1	
ASSESS AND A	THE REAL PROPERTY.		TORK	SALEDO		E WELL			V STEEL						
Timer Results	and described in	THE REPORT OF THE PARTY OF THE		EBL		EBT	WBL		WBT	NBL	-	NBT	SBL		SBT
Assigned Phas				5		2			6			8			
Case Number				2.0		4.0			7.3			9.0			
Phase Duration	1. S			20.0		55.0			35.0			25.0			
Change Period	-	c). S		5.0		5.0			5.0			5.0			avutani
Max Allow Hea				3.1		0.0			0.0			3.3			
Queue Clearar			******	6.2								11.2			
Green Extension	_	A SHARE WAS A SHARE OF THE SHAR		0.3		0.0			0.0			0.6			
Phase Call Pro		(9-71-		1.00								1.00			
Max Out Proba				0.00			1					0.02			
	医		AND DE	APPLICA	MINE STATE		PER MA	The same	OF M			6		100 B	
Movement Gre	oup Res	sults	total co		EB			WB			NB			SB	-
Approach Mov	ement			L	T	R	L	T	R	L	Т	R	L		R
Assigned Move	ement			5	2			6	16	3		18			1
Adjusted Flow	Rate (v	/), veh/h		211	684		1	526	500	158		211			1
Adjusted Satur	ation Fl	ow Rate (s), veh/h/	'In	1730	1781			1781	1585	1730		1585			-
Queue Service				4.2	7.1			8.7	23.0	2.9		9.2			-
Cycle Queue C	Clearanc	ce Time (g $_{c}$), s		4.2	7.1			8.7	23.0	2.9		9.2			-
Green Ratio (g/C)			0.19	0.62	-		0.38	0.38	0.25		0.25			-
Capacity (c).	veh/h			649	2226	and the same of		1335	-	865		396			-
Volume-to-Car	acity R	atio(X)		0.325	0.307			0.394	the Park Street of Lot, and Lot	0.183		0.531			-
THE PROPERTY OF STREET STREET,	A COUNTY OF THE PARTY OF THE PARTY.	t/In (95 th percentile		76.9	105.9			159.5		51.4		153.8			-
Back of Queue	(Q), v	eh/ln (95 th percen	tile)	3.0	4.2			6.3	15.3	2.0		6.1			-
Queue Storage	e Ratio	(RQ) (95 th percer	ntile)	0.00	0.00			0.00	0.00	0.00		0.00			-
Uniform Delay	(d1), s	s/veh	3.171	28.1	7.0			18.3	22.8	23.6		25.9			-
Incremental De				0.1	0.4			0.9	13.5	0.0		0.7			-
Initial Queue D	elay (o	13), s/veh		0.0	0.0			0.0	0.0	0.0		0.0			-
Control Delay	(d), s/v	reh		28.2	7.3			19.2	36.3	23.6		26.7		-	-
Level of Service				C	A	l		В	D	С		C			
Approach Dela				12.	2	В	27.5	5	С	25.	4	С	0.0		
Intersection De	elay, s/v	eh / LOS				2	1.2	OCHUSTO C		-	HUMNINGER	CONTRACTOR OF THE PERSON OF TH	O Nacional Action	Name and Address of the Owner, where	THE PARTY
				Land Cont		1/4//63		STATE OF S		THE R.			PANE 2		
Multimodal R				-	EB	- No	The state of the s	WB		-	NB		W. C.	SB	
Pedestrian LO	S Score	LOS		1.9	-	В	2.4		В	3.0)	С	3.0		С
Carlos Control and Carlos Carlos Carlos	core / L	OS		1.2		Α	1.3		Α			F			

		HCS	7 Sis.	ıalize	d Inte	ersect	tion Re	esult	s Sun	ոmե. y	ASSESSED BY		STREET, STREET	tiones.	CONTRACTOR OF THE PARTY OF THE
			HI PANE		STATE OF	8 11857/2	THE			at constant				al physical b	
General Inform	nation	·							tersect			n	1		200
Agency		Solaegui Engineers				4			uration,		0.25		- 300		
Analyst		MSH		management attend		Sep 1			rea Type	9	Other				
Jurisdiction		City of Sparks		Time P	eriod	IAM Pe	eak Hour		HF		0.95				
Urban Street				Analys	is Year	2035 Project		J A	nalysis l	Period	1> 7:0	10	1	ካጉ ሰ	
Intersection		Pyramid/Sparks NB	Ramp	File Na	me	NB35	aw.xus						7	4 1 4 4	1.1
Project Descrip	tion				-		erennut in totale	-		esenomen	mw uzes			W/MP1s	empoliticary
			Min H					MAIN.			NB			SB	
Demand Inform	and the latest devices in				EB	1	1	WB				1 5			l R
Approach Move					Т	R	į L	T	R	L	T	R	L	Т	K
Demand (v), v	eh/h	With the San Trans Line (1)	OF EAST OF	200	967	-	NAME OF TAXABLE PARTY.	458	300	204	STORES OF STREET	100	THE REAL PROPERTY.	CHECK	ESTABLE D
Signal Informa	tion		NUMBER OF		HERTANIES	STATE OF THE PERSON NAMED IN		PENE	SACRECIS	(CANADA)					
	V	Reference Phase	2	1	-3	-	=				1144				
Cycle, s	0.08	Reference Point	End			100	11	2		22/100		1	2		
Offset, s		Simult. Gap E/W	-	Green		30.0	20.0	0.0	0.0	0.0			_	1112	
Uncoordinated	No		On	Yellow Red	1.0	1.0	1.0	0.0	0.0	0.0		5		7	Y
Force Mode	Fixed	Simult, Gap N/S	On	Reu	11.0	KINGS IN		10.0	40.00		SERVICE SERVICE	180100		R/S B	STATE OF
Timer Results	SEALING.		12201121112	EBL	SHOUSE	EBT	WBL	mazirozone	WBT	NBL	estoropesso	NBT	SBL		SBT
Assigned Phas				5		2	1,100		6	1324	-	8		-	
Case Number			-	2.0	-	4.0	1		7.3			9.0		-	
Phase Duration				20.0		55.0		_	35.0	-	-	25.0		-	-
Change Period		-\ 0	-	5.0		5.0			5.0	-	-	5.0			
Commenced Service of Section 64 to Section 6	And the same of the same			3.1		0.0	-		0.0			3.2		-	
Max Allow Hea				6.2		0.0	-	-	0.0		-	6.3		-	
Queue Clearan				0.3		0.0	-	-	0.0		-	0.6		-	
Green Extension	CONTRACTOR OF THE PARTY OF THE			1.00	, 	0.0			0.0		-	1.00	-	-	
Phase Call Pro			_	0.00			1	-		-	-	0.00		-	
Max Out Proba	county Commission	MICHELE STREET	33202		500030	ato la	IN SHALL	SANSIAL SANS		REMIEW	NAME OF TAXABLE PARTY.	Oleva Ned	Marie	300ES	200
Movement Gro	oup Re	sults	25-21-31-55-52-55	1	EB		1	WB			NB			SB	
Approach Move	ement			L	T	R	L	T	R	L	T	R	L	Т	R
Assigned Move				5	2			6	16	3		18			
Adjusted Flow	-	v), veh/h		211	1018			482	316	215		105			
		low Rate (s), veh/h/	In	1730	1781			1781	1585	1730		1585			
Queue Service	Action to the lateral designation of the lateral			4.2	12.0			7.8	12.4	4.0		4.3			
		ce Time (gc), s		4.2	12.0			7.8	12.4	4.0		4.3			
Green Ratio (-			0.19	0.62	1		0.38	0.38	0.25		0.25			
Capacity (c),	-			649	2226			1335	594	865		396		2010	
Volume-to-Cap	O PRINCIPAL PRIN	atio (X)		0.325	0.457			0.361	0.531	0.248		0.266			
		t/In (95 th percentile)	76.9	179.6			143.6	213.3	71.2		70.4			
		veh/In (95 th percent		3.0	7.1			5.7	8.4	2.8		2.8			
THE RESERVE THE PARTY OF THE PA		(RQ) (95 th percen	-	0.00	0.00			0.00	0.00	0.00		0.00			
Uniform Delay				28.1	7.9	1		18.1	19.5	24.0		24.1			
Incremental De				0.1	0.7			8.0	3.4	0.1		0.1			
Initial Queue D				0.0	0.0			0.0	0.0	0.0		0.0			
Control Delay				28.2	8.6			18.8	22.9	24.0		24.2			
Level of Service				С	Α			В	С	С		С			
Approach Dela				11.9	9	В	20.4	1	C	24.		С	0.0		
Intersection De	-					1	6.5						В		
				TO SEL			See of	9		SILESON				Jona.	
Multimodal Re					EB		-	WB			NB			SB	
Pedestrian LO				1.9	-	В	2.4		В	2.9		C	3.0		С
Bicycle LOS S	core / L	.OS		1.5		В	1.1		Α	H		F			

CONTRACTOR OF STREET	matric mas	NEW STATE OF THE PARTY OF THE P		ıalize	SOCIETY	Acc Child	18152100	\$540(D)	SIETHER SKIPSE		(E) (S) (S)	500 300	NAME OF	W.	THE SECOND
3025705 110	EO REAL						(8) 400	STREET, ST.	tersect	on Info	rmatio	NAC THE PARTY NAMED		12.41	New Mark
General Inform	nation							-			0.25		100		900
Agency		Solaegui Engineers				-		and the second second	uration,	enter .					
Analyst		MSH		Analys					rea Type)	Other				<u> </u>
Jurisdiction		City of Sparks		Time P		Contractor Contractor	ak Hour		HF		0.95		-		
Urban Street				Analys	is Year	2035 Projec		А	nalysis I	Period	1> 7:0	0	4	ጎጎ ሶ	
Intersection		Pyramid/Sparks NB	Ramp	File Na	me	NB35p	w.xus						3	राक्ष	H. C
Project Descrip	tion	NAME AND ADDRESS OF THE PARTY O	NAME OF THE OWNER.	STREET, SEC.	BURGHOU	DECEMBER	CHESCONS CO.	SOCIO-	DAYS/05/205	NO INC.	WASHING THE PARTY OF THE PARTY	THE PARTY OF THE P	STREET	12.00	SPECIAL
Part and the form	Market St.	THE STREET STREET	die	ASINSON2	EB	S #100	1	WB	1000000	1000000	NB	and the state of t	STATE OF THE PARTY	SB	SERIO C
Demand Inforr	-				T	R	TE	T	R	1	T	R	L	Т	R
Approach Move					-	I IV	<u> </u>	663	600	444	-	200	-	-	+
Demand (v), v	reh/h	BOOK OF THE ROOM OF THE PARTY.	MINISTER STATES	259	748	SECTION SECTION	MAN SATIS	003	000	444		200		ESTAIN .	ACCESSOR
Signal Informa	ation	A TOTAL PROPERTY AND A PROPERTY AND	NACTORIAL ST	NAMES OF THE OWNER OF THE OWNER,	AUDIO	-	1	-	NO DESCRIPTION		1111		-11		
Cycle, s	80.0	Reference Phase	2	1	-23	→ *	7 6 2						→		
Offset, s	0	Reference Point	End	-		000	1		0.0	0.0	- 1	1	2	- 4	
Uncoordinated	No	Simult. Gap E/W	On	Green Yellow		30.0	20.0	0.0	0.0	0.0		A 4	_		K 2
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	0.0	0.0	0.0		5	6	7	Y
Porce widde	rixed	Simult. Gap N/S	STANSON	STATE OF		id ieu		BARRION .			THE REAL PROPERTY.	1		No.	STATE OF
Timer Results		SEED DO SELECTION COMPANY	(State of the	EBL	ASSESSED FOR	EBT	WBL	1	WBT	NBL		NBT	SBL		SBT
Assigned Phas				5		2	1		6			8			
Case Number			-	2.0		4.0			7.3			9.0			-
Phase Duration	3 6			20.0		55.0	1		35.0		1 2	25.0			
Change Period		c) s		5.0		5.0			5.0			5.0			-
The state of the s	x Allow Headway (MAH), s			3,1		0.0	1		0.0			3.2			
Queue Clearar				7.6		0.0			-		-	11.4		-	
Green Extension				0.4		0.0	-		0.0			1.2			
	-	constitution and Argentin constitution and the second		1.00		0.0	-	-	0.0	-	-	1.00		_	
Phase Call Pro				0.01					-			0.06		-1-	-
Max Out Proba	Boility	NY STATE OF THE ST	016880	0.01	NAME OF STREET	SHANE	B-800 (S18)	STORES	MSP-M		WEEK	100	ASSA	E PAR	DESTAL ST
Movement Gr	oup Re	sults	DISTRIBUTE.	- CONTRACTOR OF THE PARTY OF TH	EB		1	WB			NB			SB	
Approach Mov				L	T	R	L	Т	R	L	Т	R	L	T	R
Assigned Move				5	2			6	16	3		18			
Adjusted Flow		() veh/h		273	787			698	500	467		211			
		ow Rate (s), veh/h/	ln	1730	1781			1781	1585	1730		1585			
Queue Service		CONTRACTOR OF THE PERSON NAMED IN CONTRACTOR OF THE PERSON NAMED IN		5.6	8.5			12.2	23.0	9.4		9.2			
		ce Time (gc), s		5.6	8.5	-		12.2	23.0	9.4		9.2			1
Green Ratio (Je milo (gt), o		0.19	0.62	-		0.38	0.38	0.25		0.25			
Capacity (c),				649	2226	-	-	1335	594	865	-	396			1
Volume-to-Car		atio (X)		0.420	0.354	-		0.523		0.540		0.531			1
		t/ln (95 th percentile	,	101.8	126.7	-	-	218.2	and the second second second	169.5	-	153.8	-		1
				4.0	5.0	-	-	8.6	15.3	6.7		6.1		-	1
the state of the s		eh/ln (95 th percent		0.00	0.00	-		0.00	0.00	0.00		0.00		-	1
	And in case of the last of the	(RQ) (95 th percen	ine)	28.7	7.2	-	-	19,4	22.8	26.0		25.9			1
Uniform Delay		Name and Address of the Owner, where the Park of the Owner, where the Park of the Owner, where the Owner, which is the Owner, which i	-	0.2	0.4	-	-	1.5	13.5	0.4	1777	0.7	-	-	-
Incremental De				-					0.0	0.0		0.0			-
Initial Queue D	ASSESSMENT OF THE OWNER, THE OWNE			0.0	0.0		1	0.0	36.3	26.4		26.7		-	-
Control Delay	-			28.8	7.7		ļ	20.9	-	-		C C			-
Level of Service				C	A	L	07.5	C	C	C	5	A CONTRACTOR OF THE PARTY OF TH	0.0		1000
Approach Dela				13.		В	27.3		С	26.5	,	C			
Intersection De	elay, s/v	eh / LOS	100 200	THE REAL PROPERTY.	PAGE 1	2	2.0	1000	CHIANA SER	SHEET SHEET	CARRE	CENTAL SET	C	THE REAL PROPERTY.	BUT BUT
Multimodal R	osulte	PARTICIPATION OF THE PARTIES	SALIGNETI	SARAN SAND	EB	BV/8-15	DATE OF THE PARTY	WB		CHANGE OF THE PARTY OF THE PART	NB	0000000	STATE OF	SB	a maratical
		1108		1.9		В	2.4	-	В	3.0		С	3.0	the same of the last	С
	destrian LOS Score / LOS			110		Seed.	= 4-7		_			27T)	1000		1775

	***************************************	HCS	7 Sis.	alize	d Inte	rsect	tion Re	esult	s Sun	nma. y	NAME OF TAXABLE PARTY.	UNIO DE SELECTION	growthistory	or cutoff of	Grand Sci
						3115			XIII A	THE REAL PROPERTY.				اطعامه	
General Inform	nation								tersect			n			200
Agency		Solaegui Engineers		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				PARTY NAMED IN COLUMN	uration,		0.25		-		Same.
Analyst		MSH		Analysi		Sep 1	8, 2017		rea Type	,	Other				_
Jurisdiction		City of Sparks		Time P	eriod	AM Pe	eak Hour	and the same	HF		0.95		*	71	
Urban Street				Analys	s Year	2035 Projec	Base + t + Kiley		nalysis i	Period	1> 7:0	00	7	<u></u>	
Intersection	V2-2-111	Pyramid/Sparks NB	Ramp	File Na	me	NB35	aww.xus						1	4 1 4 7	P.C
Project Descrip	otion						- consens	American		CHARLES AND ST	SCHOOL STATE	POWER PROPERTY.	CONTROL DE SANCE	somines	energy de
	15 21				TEXAME			PANIE		MARKE THE	MEZICA	PA NO STATE		CD	BEHER
Demand Infor					EB	1	1	WB	1 -		NB	-		SB	T 5
Approach Move				L	T	R	L	T	R	L	Т	R	L	T	R
Demand (v),	veh/h	STANDARD VENTOR DE LA COMPENSACION DE LA COMPENSACI	NO CONTRACTOR IN	276	1007	November 1	A CONTRACTOR OF THE PARTY OF TH	487	315	281	Constitute.	100	DESCRIPTION OF	NO PERSONAL PROPERTY OF THE PERSON NAMED IN COLUMN 1	DESCRIPTION OF THE PERSON OF T
Cianal Inform	erion			SECOND S	3259 222	1000000		NAME OF TAXABLE PARTY.	Market Black	VE VE SHIE	SECTION	Name of Street, or other Designation of the London of the	AND ROLL OF THE PARTY OF THE PA	2932600	DESCRIPTION IS
Signal Informa		Reference Phase	2	1	21	3	=			1	11				
Cycle, s	80.0			-			11	1		-1		1	7. 2	- 1	100
Offset, s	0	Reference Point	End	Green		30.0	20.0	0.0	0.0	0.0	694		_		
Uncoordinated	_	Simult. Gap E/W	On	Yellow		4.0	4.0	0.0	0.0	0.0					Y
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	10.0	10.0	10.0	THE SERVICE	Warshill	O COUNTY		ERESTAN
Timer Results				EBL	Mississi	EBT	WBL	100000000	WBT	NBL	attring 200	NBT	SBL	SOURCE STATE	SBT
				5		2	VVDL	-	6	1100		8	000		
Assigned Phas	se		-	2.0		4.0			7.3		-	9.0		-	
Case Number				20.0		55.0			35.0			25.0			
Phase Duration						5.0			5.0		-	5.0		-	
Change Period	And in case of the last of the			5.0	-	0.0			0.0			3.2	-		
Max Allow Hea				8.0	-	0.0			0.0			7.6		-	
Queue Clearai	-			0.4		0.0	-	-	0.0		_	0.8	-	-	
Green Extensi				1.00		0.0			0.0	7730 03		1.00	17787	-	
Phase Call Pro	The second second second			0.02	-		-				-	0.00			
Max Out Proba	ability		Mary Land	0.02	MARINESAM		Avanteria:	STRUCK		OR SHAPE	WARRIES	200	SELSONS.	GEORGE ST	10.00
Movement Gr	oun Re	sults		W12045425	EB	ALCOHOL:		WB	THE REAL PROPERTY.	- Annahous	NB		-	SB	The same of the sa
Approach Mov				L	T	R	L	Т	R	L	Т	R	L	T	R
Assigned Mov	and the same of the same			5	2		-	6	16	3		18			
Adjusted Flow	A STATE OF THE PARTY OF THE PAR	v) veh/h		291	1060			513	332	296		105			1
		low Rate (s), veh/h/	ln.	1730	1781			1781	1585	1730		1585			
Queue Service				6,0	12.7			8.4	13.2	5.6		4.3			
the second secon	CORPORATE DESCRIPTION OF THE PERSON OF THE P	ce Time (g c), s		6.0	12.7			8.4	13.2	5.6		4.3	-		
Green Ratio ((8 - 7) 0		0.19	0.62	-		0.38	0.38	0.25		0.25			1
Capacity (c),				649	2226			1335	594	865		396			
Volume-to-Cap	THE RESERVE OF THE PERSON NAMED IN	atio (X)		0.448	0.476			0.384	0.558	0.342		0.266			1
		Vin (95 th percentile)	109	190.1			154.6	224.7	100.6		70.4			
		veh/ln (95 th percent		4.3	7.5			6.1	8.8	4.0		2.8			
A STATE OF THE PARTY OF THE PAR		(RQ) (95 th percen		0.00	0.00		1	0.00	0.00	0.00		0.00	-		
Uniform Delay		The second secon		28.8	8.0		1	18.3	19.8	24.6		24.1			
Incremental D				0.2	0.7			0.8	3.7	0.1		0.1			
Initial Queue [0.0	0.0			0.0	0.0	0.0		0.0			
Control Delay	the same of			29.0	8.7			19.1	23.5	24.7		24.2			
Level of Service				C	A			В	С	С		C			
Approach Dela		.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		13.		В	20.8	3	C	24.6	3	C	0.0		
Intersection D							7.4						В		
第二次								The said							Market Street
Multimodal R	esults				EB			WB			NB			SB	
Pedestrian LC		e/LOS		1.9		В	2.4		В	2.9		С	3.0		С
Bicycle LOS S				1.6		В	1.2		Α			F			111

		HCS	7 Sı	alize	d Inte	rsect	tion Re	sults	s Sun	ւ m⊾. y	winesami	in phases		STATISTICS.	nhame the
Selection of the														4 7.4- 1	P. C.
General Inform	nation									ion Info	-	n	Ú		
Agency		Solaegui Engineers						-	uration,	and the latest design	0.25		- 100		
Analyst		MSH		Analys	The state of the s	-			rea Type	1	Other				-
Jurisdiction		City of Sparks		Time P			eak Hour		HF		0.95		- ₹ - 1		
Urban Street				Analys	is Year		Base + at + Kiley	Ar	nalysis l	² eriod	1> 7:0	0		<u> ጎ</u> ጎ ሰ	
Intersection		Pyramid/Sparks NB	Ramp	File Na	me	NB35	sux.wwc						7	4 14 1	100
Project Descrip	tion		marine and the second second	etros uma a		on unover	CONTRACTOR OF THE PARTY OF THE	etuar esperan	1007-7-5000		- Personal State of	and the same of	ensemble.	A POSTONET	1000110
NOT STATE					ED.			WB			NB			SB	VIDEOUX.
Demand Inform					EB	1 5	1	THE SECTION	R	L	T	R	L	T	R
Approach Move				L	T	R	L	T		-	1 18				18
Demand (v), v	eh/h	地位的国际部分制度	- THE P.	383	789	NO CONTRACTOR	NAME OF TAXABLE PARTY.	693	615	568	DUSTINE.	200	SERVIN	SHOPE	RUSHUR
Signal Informa	tion	CHOICE THE PARTY OF		PERINSON IN		St.					200000000000000000000000000000000000000			-	AMERICA STATE
Cycle, s	80.0	Reference Phase	2	i	-71	4	٦.,		1				-	100	
Offset, s	0	Reference Point	End		-		11		202	2.2		1	12	3	
Uncoordinated	No	Simult. Gap E/W	On	Green		30.0	20.0	0.0	0.0	0.0	-		_	14	
Force Mode	Fixed	Simult. Gap E/V	On	Yellow	1.0	1.0	1.0	0.0	0.0	0.0		5	9	7	Y
Force Wode	Tixed	Tollindik. Gap 14/G	0301398		NAME OF THE OWNER, OWNE	NOTE OF		100/21	建設		WEST TO				
Timer Results	DE COMEST	SE INVANIENTAL ESTA	COST PROCES	EBL	CONTRACTOR INC.	EBT	WBL	1	WBT	NBL		NBT	SBL	.	SBT
Assigned Phas	e			5		2	1		6			8			
Case Number				2.0	-	4.0			7.3			9.0			
Phase Duration	1 S			20.0		55.0	i —		35.0			25.0			
Change Period		c). s		5.0		5.0	1		5.0			5.0			
Max Allow Hea				3.1		0.0	1	_	0.0			3.2			
Queue Clearar	THE RESERVE AND PARTY.			10.6			Ì			-		14.5			
Green Extension				0.5	-	0.0			0.0			1.2			
Phase Call Pro				1.00		7.5	1					1.00			
Max Out Proba	The second second second			0.36			1				1 0	0.37			-
					deres de more			州泉湖	17.5	E CO	WAR VE		1200		
Movement Gr	oup Re	sults			EB			WB	,		NB			SB	1
Approach Mov	ement			L	T	R	L	T	R	L	T	R	L	Т	R
Assigned Move	ement	1000		5	2			6	16	3		18			-
Adjusted Flow	Rate (v	/), veh/h		403	831			729	516	598		211			
Adjusted Satur	ation FI	low Rate (s), veh/h/	ln	1730	1781			1781	1585	1730		1585			
Queue Service	Time (g s), s		8.6	9.1			12.9	24.1	12.5		9.2			
Cycle Queue (learand	ce Time (g c), s		8.6	9.1			12.9	24.1	12.5		9.2			-
Green Ratio (g/C)			0.19	0.62			0.38	0.38	0.25		0.25			
Capacity (c),	veh/h			649	2226			1335	594	865		396		-	
Volume-to-Cap				0.622	0.373			0.546	0.868	0.691		0.531			
Back of Queue	(Q), f	Vln (95 th percentile)	161.3	136			228.2	412.3	224.6		153.8			
		eh/ln (95 th percent		6.4	5.4			9.0	16,2	8.8		6.1		-	-
Account to A & Street,	AND DESCRIPTION OF THE PERSON NAMED IN	(RQ) (95 th percen	itile)	0.00	0.00			0.00	0.00	0.00		0.00	-	-	-
Uniform Delay		the second secon		29.9	7.3			19.7	23.2	27.2		25.9		-	-
Incremental D				1.4	0,5			1.6	15.7	2.0		0.7			-
Initial Queue D			Terren	0.0	0.0	-		0.0	0.0	0.0		0.0			W
Control Delay				31.3	7.8			21.3	38.9	29.2		26.7			
Level of Service				С	Α			C	D	C		С			
Approach Dela	ilear and a second			15.	5	В	28.6		С	28.5	5	С	0.0		
Intersection D	elay, s/v	eh / LOS	motorton	THE REAL PROPERTY.	DE STATE OF THE ST	2	3.6	STATE OF THE PARTY.	n de la companie	rectauture.	SINCE OF STREET	STATE OF THE PARTY	C	SERVICE AND ADDRESS OF THE PERSON AND ADDRES	a constant
				PARTY.	STORES		QUISSIVE.			STATE OF THE PARTY.	For Signal	A STATE OF THE PARTY OF THE PAR		CD	SERVE
Multim - d-1 D	timodal Results						M.	///II		W.	MIR		4	The Book	
The same of the sa		imodal Results estrian LOS Score / LOS			EB	В	2.4	WB	В	3.0	NB	С	3.0	SB	С

Designation of the Artist State of the	NO SECURIO		/ 315	ıalize	u mie	15601		CSUI	LS JUI	IIIIIG. y	THE PARTY	DEPARTS OF	TOLITEN Y	(2.004)	National Property
A STATE OF THE STATE OF			College College		Design of	P. Control	d Suy	10355		Non-Inf-	rest la	Mark Mark		 alaska	I to
General Inform	nation							-		tion Info	-	n	- 100	JU	
Agency		Solaegui Engineers				· · · · · · · · · · · · · · · · · · ·		-	Duration,		0.25				
Analyst		MSH		Analys	is Date				Area Typ	е	Other		-		
Jurisdiction		City of Sparks		Time P	eriod	AM Pe	ak Hou		PHF		0.95		1		
Urban Street				Analys	is Year	2035 E	Base	1	Analysis	Period	1> 7:0	0			
Intersection		Pyramid/Sparks SB	Ramp	File Na	me	SB35a	x.xus		Commission of the			*****			NSW.
Project Descrip	tion						***	ADD-10 THE	aria de la composición dela composición de la composición de la composición dela composición dela composición dela composición de la composición de la composición de la composición dela composición de la composición dela composición del		inivazione	with the same	4.	4 1 4 7	11
	30.2			ALCOHOL:						DECEMBER 1	ALD.	STUTE		CD	是自己结合
Demand Inform	A CHARLEST CO. LO.				EB	1	-	WB		1	NB T	1 6	1.	SB	T B
Approach Move				L	T	R	L	T	R	1 L	T	R	L	T	R
Demand (v), v	reh/h	Section of the last control of	CHARMON	A STATE OF THE PARTY OF THE PAR	300	100	250	250		CONTRACTOR	STATE OF THE PARTY	NAME OF TAXABLE PARTY.	600	SERVICE SERVIC	100
	SERVICE		1000					NAME OF TAXABLE PARTY.		CHARLE	SECONDA		CONTRACTOR OF THE PARTY OF THE	EVILLE S	MATERIAL PROPERTY.
Signal Informa		Reference Phase	2	-	(5)	. +	125		1		1	_			
Cycle, s	80.0		-	-	-	===						LUM TO	Z :	3	
Offset, s	0	Reference Point	End	Green		30.0	20.0	0.0	0.0	0.0	100		-		
Uncoordinated	No	Simult. Gap E/W	On	Yellow		4.0	4.0	0.0	0.0	0.0	-116				Syllin
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	11.0]0.0	(0.0	0.0	CONTRACTOR OF THE PARTY OF THE	DESCRIPTION	ni sarani sa	DMONO	SICIALNI
BOSICS SEASON A			150	EDI	\$2 HOWE	EDT	VAID	NEGOES .	VAZDT	NBI	COCCUSION OF THE PERSON OF THE	NBT	SBL		SBT
Timer Results				EBL	-	EBT	WBI	-	WBT 6	INDL		(AD)	ODL	-	4
Assigned Phas	e			-		2	1	-		ļ			-	-	9.0
Case Number				-		7.3	2.0		4.0	-				-	25.0
the second secon	ase Duration, s			ļ		35.0	20.0		55.0			-	-	-	
	ange Period, (Y+R c), s					5.0	5.0	-	5.0			-		-	5.0
Max Allow Hea						0.0	3.1		0.0				-	-	3.2
Queue Clearar	-						7.4		-				-	-	15.4
Green Extension						0.0	0.4		0.0				-		1.0
Phase Call Pro	bability						1.00						-	-	1.00
Max Out Proba	ability			_	name and		0.01		TO STREET, ST		SHEET STATES	FINANCE	al out the control of	CHIEFO TO	0.50
		2014 CO			ED			LA (D			NB		The second	SB	
Movement Gr	and the second s	sults			EB			WB	TB			R	1	T	R
Approach Mov	and the second second			<u> </u>	T	R	L	T	R	L	Т	LZ.	7 T		14
Assigned Move				-	2	12	1 000	6	-				-		105
Adjusted Flow				ļ	316	105	263	263					632		1585
THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TW		ow Rate (s), veh/h/	'in		1781	1585	1730	1781					1730		4.3
Queue Service		CONTRACTOR OF THE PARTY OF THE		L	4.9	3.6	5.4	2.4	-	-			13.4		-
		ce Time (go), s		1	4.9	3.6	5.4	2.4		-			13.4		4.3
Green Ratio (-				0.38	0.38	0.19	0.62		-			0.25		0.25
Capacity (c),				ļ	1335	594	649	2226		ļ			865		396
Volume-to-Cap					0.236		0.406	The state of the s		ļ		-	0.730		0.266
A RESIDENCE AND ADDRESS OF THE PARTY OF THE		t/In (95 th percentile			88.8	60.4	97.9	35.5				_	239.5		70.4
The second secon		reh/ln (95 th percent	-	-	3,5	2.4	3.9	1.4		1			9.4		2.8
NAME AND ADDRESS OF THE OWNER, WHEN		(RQ) (95 th percer	itile)		0.00	0.00	0.00	0.00				-	0.00		0.00
Uniform Delay	Action to the last of the last				17.1	16.7	28.6	6.1		1	-		27.5		24.1
Incremental De		the state of the s			0.4	0.7	0.2	0.1		-		-	2.8		0.1
Initial Queue D					0.0	0,0	0.0	0.0	-	-			0.0		0.0
Control Delay					17.6	17.4	28.7	6.2				-	30.3		24.2
Level of Service		The second secon			В	В	C	A					С		C
Approach Dela	ay, s/vet	1/LOS		17.	5	В	17.	5	В	0.0			29.4		С
Intersection De	elay, s/v	eh / LOS			ACCORDING TO	2	2.7		Out and control of the control	1	1000000	CONTRACTOR OF THE PARTY OF THE	С	THE REAL PROPERTY.	310000000000000000000000000000000000000
	S. S. A. Carlo			SECTED AND IN		1000				OPERATE NAMED IN	1037000	7			TO THE
Photographic control of the party of the last control of the last	ultimodal Results				EB		-	WB			NB		-	SB	
A CONTRACTOR OF THE PARTY OF TH	destrian LOS Score / LOS					В	1.9		В	3.0		С	2,9	-	С
Bicycle LOS S	cle LOS Score / LOS					Α	0.9		A						. F

		HCS	7 Siz.	alize	d Inte	rsect	ion R	esul	ts Sun	ոտ չ	,			20100	
								F. 23							
General Inform	ation								ntersect	ion Info	rmatio	n	100	jų	inchia.
Agency		Solaegui Engineers	(1	Duration,	h	0.25				
Analyst		MSH		Analys	s Date	Sep 18	3, 2017	1	Area Type	9	Other		· 200		
Jurisdiction		City of Sparks		Time P	_	-	ak Hou		PHF		0.95		÷ 250	-tr	
Urban Street		Ony or opama				-			Analysis I	Period	1> 7:0	0			
Intersection		Pyramid/Sparks SB	Ramn	File Na		SB35p	-						- 'NEE		
	tlan	rytattiiu/oparks ob	remp	I lie ive	iiio	Jonoob	A.AUG						-	ধ কিক	2.6
Project Descrip	tion	CONTRACTOR CONTRACTOR	EDISONISA	DENEMENT ST	30013400	SHE SHEET	Taylening	TARRES.		SECURIOS S	NINE DESIGNATION OF THE PERSON	RIVINET		NAME OF TAXABLE PARTY.	2000
Demand Inform	nation		and the same	Parameter Pro-	EB		The state of the s	WB		Transaction of the last of the	NB	September 1		SB	
Approach Move	ement			L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), v					350	100	300	350		1			500		110
									100	STATE OF				No. 1	
Signal Informa	tion				Sim		126					_			人
Cycle, s	70.0	Reference Phase	2		2	₹		1	-	i i	~	-	V .		4
Offset, s	0	Reference Point	End	Green	15.0	20.0	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	10.0	0.0	10.0		5		7	
					Y 6.20				1000					2/3	
Timer Results	and the same of th			EBL		EBT	WBI	_	WBT	NBI	-	NBT	SBL		SBT
Assigned Phas	e					2	1		6						4
Case Number				-		7.3	2.0		4.0						9.0
	ase Duration, s					25.0	20.0		45.0						25.0
THE RESERVE AND THE PERSON NAMED IN	ange Period, (Y+Rc), s			-		5.0	5.0	_	5.0						5.0
	ange Period,(Y+R ҫ), s x Allow Headway(<i>MAH</i>), s				-	0.0	3.1		0.0				1		3.2
Queue Clearan					_	0.0	7.5								11.0
Green Extension				-	-	0.0	0.5		0.0				 	_	1.2
Phase Call Pro	***	(ye), s		-		0.0	1.00		0.0		-		1	_	1.00
The state of the s				├──			0.02	THE REAL PROPERTY.		-	\rightarrow		1		0.04
Max Out Proba	Dility			ORSAS ASS	RESIDENCE IN	E EAVI	94119		UNITED BY	CHECK	STREET, STREET	(30)(15)			49 555
Movement Gro	oun Res	sults	Publishmen	The same of	EB	I SPECIAL EXC		WB		-	NB	MID-ARISHMI	I	SB	-
Approach Move				L	Т	R	L	Т	R	L	T	R	L	Т	R
Assigned Move				-	2	12	1	6	1				7		14
Adjusted Flow		/ \ veh/h	77	-	368	1,05	316	368	-			-	526		116
		ow Rate (s), veh/h/	In	-	1781	1585	1730	1781	1				1730		1585
Queue Service			-	1	5.8	3.6	5.5	3.5					9.0		3.9
		ce Time (g_c) , s			5.8	3.6	5.5	3.5	1				9.0		3.9
		e fille (ge), s	-	-	0.29	0.29	0.21	0.57	-	_			0.29		0.29
Green Ratio (1017	453	741	2035			-	-	988		453
Capacity (c),		-41- / XX	-	-	-	1	0.426	0.181			-		0.533		0.256
Volume-to-Cap	ACCRECATE VALUE OF STREET	NAME OF TAXABLE PARTY.		-	0.362	-		51.4					154.6		62.1
	The second second	t/In (95 th percentile			107.5		97.3	2.0	1				6.1		2.4
	-	eh/ln (95 th percent	OF THE PERSON NAMED IN	-	4.2	2.5	3.8	0.00		·			0.00		0.00
		(RQ) (95 th percen	tile)	-	0.00	0.00	0.00	-	-		-	-	21.1	-	19.3
Uniform Delay					19.9	19.1	23.8	7.2			-	-	0.3		0.1
Incremental De	OTHER DESIGNATION			-	1.0	1.2	0.1	0.2		-					0.0
Initial Queue D				-	0.0	0,0	0.0	0.0	-	-	-		0.0		
Control Delay				1	20.9	20.3	23.9	7.4	-	-	-		21.4		19.4
Level of Servic	The second second second	Annual Control of the		1	C	C	С	A		V 44-14	1		C	-	B
Approach Dela	-			20.8	3	С	15.0	0	В	0.0			21.0		С
Intersection De	elay, s/v	eh / LOS		1	TOWNS AND	1	8.7	99057090=	NACO DE LA COLONIA DE LA COLON	AND DESCRIPTION OF THE PERSON	STORES NO.	SCHOOL	В	ST RES	200520530
				NAME OF STREET			CALL STATE	IAIT	SELECTION OF THE PARTY OF THE P	N 200 20	ND	25/25/2	7	CD	Removal
	ultimodal Results				EB		- 12.5	WB	-	1947	NB	-	100	SB	
	destrian LOS Score / LOS					В	1.9		В	3.0	-	С	2.9		C
Bicycle LOS S	ycle LOS Score / LOS					Α	1.1		Α				1		F

	estacioni es	HCS	7 Sາ _ວ .	alize	d Inte	rsect	ion R	esult	ts Sun	nm⊶. y	/ TO THE RES	NAMES OF THE PERSON	AS PROMISSION	eni.imszes	OF STATE OF
							School .	REAL PROPERTY.	ntersect					L J. etc. L	
General Inform	ation		-									n		JUL	
Agency		Solaegui Engineers						-	ouration,	Open at the last of the	0.25				
Analyst		MSH			is Date	-	White Street Street	THE OWNER WHEN	rea Typ	е	Other		4		
Jurisdiction		City of Sparks		Time F	-		ak Hou		HF		0.95		- 3		=
Urban Street				Analys	is Year	2035 E Projec		Α	nalysis	Period	1> 7:0	00	-		
Intersection		Pyramid/Sparks SB	Ramp	File Na	ame	SB35a	w.xus						10	1145	1.0
Project Descrip	tion		RECONOCER	WELLING	URBAT SATES	STATE OF	W/TRUS SHARE	DESIDENCE.	SALES CONTRACTOR	LOS PORTEGO	U79940110	ATO FIELDS	en la militari de la companya de la	2000000	MA STORY
Demand Inform	antion	CONTRACTOR OF THE PARTY OF THE	100		EB	15 12 12		WB		DESCRIPTION OF THE PERSON OF T	NB	CE DESIGN	Phone is the	SB	NEWS CO.
Charles Control of the Control	COLUMN TO SERVICE SERV			L	T	R	1	TT	R	1	Т	R	L	Т	I R
Approach Move Demand (v), v				-	567	401	250	412		-	-	+ "	600		135
Bernard (V), V			ERR	NAME OF THE PERSON NAME OF THE P				#30	NEW STREET	i e e	ME SAL	S MAG		11/15	
Signal Informa	tion				-		15 7					_			人
Cycle, s	80.0	Reference Phase	2		i.	"				1	K		♥.		* -
Offset, s	0	Reference Point	End	Green	150	30.0	20.0	0.0	0.0	0.0	162:31				
Uncoordinated	No	Simult. Gap E/W	On	Yellow		4.0	4.0	0.0	0.0	0.0			-	7	
Force Mode	Fixed	Simult. Gap N/S	On	Red	11.0	1.0	1.0	0.0	0.0	0.0		- 3	•	7	3.6
				1636								1995			
Timer Results				EBI		EBT	WBI	L	WBT	NBL	-	NBT	SBL	_	SBT
Assigned Phase	е					2	1		6					_	4
Case Number						7.3	2.0	-	4.0					_	9.0
Phase Duration	nase Duration, s				-	35.0	20.0	-	55.0		_				25.0
Change Period	nange Period, (Y+R c), s					5.0	5.0		5.0				-	_	5.0
Max Allow Hea	dway (MAH), s				0.0	3.1		0.0						3.2
Queue Clearan	ce Time	e (gs), s					7.4								15.4
Green Extension	n Time	(ge), s				0.0	0.4		0.0						1.0
Phase Call Pro	bability						1.00)							1.00
Max Out Proba	bility		v.				0.01		estatement			-	1		0.52
					CD	50.00	(USESHIE	VACO	为[[4] [NEW PR	NB		CANDELLE CO.	SB	
Movement Gro		suits			EB	n		WB	I R		T	R	L.	T	R
Approach Move				L	T	R	L	T	I K		- 1	IN.	7	-	14
Assigned Move					2	12	1	6	-			-	1		-
Adjusted Flow					597	422	263	434	-				632		142
	-	ow Rate (s), veh/h/l	n		1781	1585	1730	1781	-			144	1730	-	1585
Queue Service					10.1	18.1	5.4	4.2					13.4		5.9
		e Time (gc), s			10.1	18.1	5.4	4.2	-				13.4		5.9
Green Ratio (g	-				0.38	0.38	0.19	0.62				_	0.25	-	0.25
Capacity (c), v					1335	594	649	2226					865		396
Volume-to-Cap					0.447	****	0.406	0.195				ļ	0.730		0.359
	-	/In (95 th percentile)		-	185.8	- C - C - C - C - C - C - C - C - C - C	97.9	61.7	-				239.5		97.8
		eh/ln (95 th percent			7.3	11.8	3.9	2.4					9.4		3.8
THE RESERVE OF THE PARTY OF THE	-	RQ) (95 th percen	tile)		0.00	0.00	0.00	0.00		-			0.00		0.00
Name and Address of the Owner, when the Party of the Owner, when the Party of the Owner, when the Owner, which the Owner, whi	niform Delay (d 1), s/veh				18.8	21.3	28.6	6.4	-				27.5		24.7
Incremental De					1.1	7.0	0.2	0.2		-		-	2.8	-	0.2
Initial Queue D				-	0.0	0.0	0.0	0.0					0.0		0.0
Control Delay (-			-	19.9	28,3	28.7	6.6					30.3		24.9
Level of Servic		****		-	В	C	C	A	1	-		ļ	C	7	C
Approach Dela				23.	9	C	15.0	J	В	0,0			29.3		С
Intersection De	ersection Delay, s/veh / LOS				der Heat	22	2.9	2001170110	100/45/194	THE STREET	Sides all	AST THE	C	Bullet	
DESCRIPTION AND SOME	Itimodal Results				WINDSON Z FAN	1360 S	MANUFACTURE STATE OF THE PARTY		7 42 42 48			PACES VILL			A PARTY OF
	sulte	Carlo and head must be a made	HELD PROPERTY.	1	FR		1	M/P		1	NR		N .	SB	
Multimodal Re	Charles and Charles	// 08		2.4	EB	В	1.9	WB	В	3.0	NB	C	2.9	SB	С

		HCS	7 Sາ _ອ ຸ	ıalize	d Inte	rsect	ion R	esult	ts Sun	ıma. y		STREET, STREET	OCERNA III	ADMISSION	awwipi
				48/03				SECTION .	Residence of the second	ion la fe		MATES.	1	d deele b	
General Inform	ation	-	_					-	ntersect			n	- 1	JU.	
Agency		Solaegui Engineers				7		THE RESERVE AND ADDRESS OF THE PARTY NAMED IN	Ouration,		0.25				
Analyst		MSH		A CONTRACTOR OF THE PARTY OF TH	the females built-	Sep 18			rea Type	9	Other		-		
Jurisdiction		City of Sparks		Time P	eriod	PM Pe	ak Hour		PHF		0.95		- FI		
Urban Street				Analys	is Year	2035 E Project		Α	Analysis I	Period	1> 7:0	0			
Intersection		Pyramid/Sparks SB	Ramp	File Na	ime	SB35p	w.xus						100	4144	1-1
Project Descrip	tion				~~~									NAME OF TAXABLE PARTY.	and the same of th
THE REAL PROPERTY.				F11883	FERMI					ALEXED !	PARTY OF THE PARTY	New Re			Milles,
Demand Inform	nation				EB			WB	-	ļ	NB	-	-	SB	
Approach Move	ement			L	T	R	L	T	R	L	Т	R	L	T	R
Demand (v), v	eh/h				507	277	300	807	C	1			500	-	208
	300				MAN GAS						CHICAGO AND		ERCORP	ALC: NO	STREET, ST
Signal Informa		,		1	€.	4	1 × 21					_			A
Cycle, s	80.0	Reference Phase	2	1	15.	=3	1				K	31	4		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	4.0	0.0	0.0	0.0	al III d			-44	
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	0.0	0.0	0.0		5	6	7	6
											STATE OF THE PARTY				
Timer Results			LANCOT (12/10)	EBI	-	EBT	WBI	-	WBT	NBI	-	NBT	SBL		SBT
Assigned Phas	е					2	1		6						4
Case Number						7.3	2.0		4.0						9.0
Phase Duration	ase Duration, s					35.0	20.0)	55.0				1		25.0
Change Period	ange Period, (Y+R c), s					5.0	5.0		5.0						5.0
Max Allow Hea	-					0.0	3.1		0.0						3.2
Queue Clearan				1			8.5								12.8
Green Extension					-	0.0	0.4		0.0						1.3
Phase Call Pro							1.00					-			1.00
Max Out Proba		7			-		0.05	-					i		0.15
Wild Cut 1 Toba	will will be		Section 1	THE STREET	CORROLEGIS			OH STOR	ASSESSED OF THE PARTY OF THE PA			ALC: U	AUGUSTAN	国教室	Yal Wall
Movement Gre	oup Re	sults			EB			WB			NB			SB	
Approach Move				L	T	R	L	Τ	R	L	T	R	L	Т	R
Assigned Move					2	12	1	6					7		14
Adjusted Flow		/), veh/h			534	292	316	849					526		219
		ow Rate (s), veh/h/	ln		1781	1585	1730	1781					1730		1585
Queue Service	STATE AND ADDRESS OF REAL		-	1	8.8	11.3	6.5	9.4					10.8		9.6
		ce Time ($g \in$), s			8.8	11.3	6.5	9.4					10.8		9.6
Green Ratio (The second second	THE RIGHT WOULD IN		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		atio (X)		1	0.400	761 1/1/201	0.487	0.382					0.609		0.553
		t/In (95 th percentile)		162.1	196.4	119.6	139.7					196		162.4
		veh/ln (95 th percent		1	6.4	7.7	4.7	5.5	1				7.7		6.4
Company of the Compan					0.00	0.00	0.00	0.00	-				0.00	-	0.00
	ueue Storage Ratio (RQ) (95 th percentile)				18.4	19.1	29.1	7.4	1				26.5	-	26.1
	niform Delay (d 1), s/veh cremental Delay (d 2), s/veh				0.9	2.9	0.2	0.5	1				0.9		1.0
and the same of th	itial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	1	1	-		0.0		0.0
	ontrol Delay (d), s/veh				19.3	22.0	29.3	7.9	-	-			27.4		27,1
				-	19.3 B	C	C C	A	-	-			C		C
and the second section of the second section is a second section of the second section in the second section is a second section of the second section in the second section is a second section of the second section in the second section is a second section of the second section in the second section is a second section of the second section in the second section is a second section of the s	evel of Service (LOS)			20.:		C	13.7	-	В	0.0		-	27.3		C
AND DESCRIPTION OF THE PERSON NAMED IN COLUMN 1	Approach Delay, s/veh / LOS				4		-			0.0		-	B 27.3		•
intersection De	ntersection Delay, s/veh / LOS				NAME OF STREET	T.S	9.4	STATE OF THE PARTY	NEW NO.	Saugena	555.50	USUESSE	Name of the last	37/00/	MALE PAR
	ultimodal Results				EB	SHIPEB	SHAP	WB	THE PARTY OF THE P	1322530	NB	THE PARTY NAMED IN	The same	SB	HERNAL CO.
Multimedal D	nerille.												- 40		
Multimodal Re Pedestrian LO		1108		2.4		В	1.9		В	3.0		С	2.9		С

energy the college of the	DODADSHIE	HCS	7 Siyı	ıalize	d Inte	rsect	ion R	esul	ts Sur	nmary		CHILLY ST	705A (102)	Contract of the	WARRIES S
	REPRING		Series y		IN PERIOD	Marie Co	MARK DA	1000000	ntersec	tion Info	rmatio	menters n	AND BUILDING	ا مامولوا	A THE PERSON NAMED IN
General Inforr	nation	12		-11							0.25		- 1	بايال	
Agency		Solaegui Engineers				1			Duration,		- Constantino				
Analyst		MSH		-	is Date	-			Area Typ	е	Other				
Jurisdiction		City of Sparks		Time F			ak Hou		PHF		0.95				
Urban Street				Analys	is Year	2035 E Projec	Base + t + Kiley		Analysis	Period	1> 7:0	0			
Intersection		Pyramid/Sparks SB	Ramp	File Na	ame	SB35a	ww.xus						7.	1147	11
Project Descrip	otion										-	CONTRACTOR AND ADDRESS OF THE PARTY OF THE P	and the same of th	A THE PART OF THE	material
	A PROPERTY.	图 图 图 图 图 图 图 图 图 图 图 图 图 图 图 图 图 图 图	9.00	AND AND			10000								The state of
Demand Infor					EB	,	1	WE			NB			SB	r =
Approach Mov	ement			L	Т	R	L	T	R	L	T	R	L	Т	R
Demand (v),	veh/h				653	418	250	518	3		-		630	THE REAL PROPERTY.	135
				Walter	CERSON	STATE OF	MARKS		ENERGY I			NEW THE REAL			SEPUNES.
Signal Inform	ation				-	4	2 8					_		100	人
Cycle, s	80.0	Reference Phase	2		2	⇒					K	٠, –	V	3	
Offset, s	0	Reference Point	End	Green	15.0	30.0	20.0	0.0	0.0	0.0		STEP W		Y ELL	
Uncoordinated	No	Simult. Gap E/W	On	Yellow		4.0	4.0	0.0	0.0	0.0	i Eu			a e	
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	11.0	10.0	0.0	0.0		. 5	6	.1	
	200									NEW TRANS			製造を		TO USE II
Timer Results				EBI		EBT	WBI		WBT	NBI		NBT	SBL		SBT
Assigned Phas	se					2	1		6	ĺ					4
Case Number						7.3	2.0		4.0						9.0
	ase Duration, s			1		35.0	20.0)	55,0						25.0
				1	-	5.0	5.0		5.0	1					5.0
	ange Period, (Y+R c), s x Allow Headway (<i>MAH</i>), s			i		0.0	3.1	_	0.0				1		3.2
Queue Cleara				1			7.4								16.2
Green Extensi				1	_	0.0	0.4		0.0	-					0,9
Phase Call Pro					_	0.0	1.00		0.0				1		1.00
							0.01			-			1	_	0.76
Max Out Proba	ability		ENTERNA DE	STARRANT.	THE PERSON	POSIGNATURES	and seems	CHARGO!	ETHABASES	120000260	NEWS AND REAL PROPERTY.	REPORTED	ON THE PARTY.	1310/00	With the
Movement Gr	oun Re	sults	SOUTH FREE	SECTION SHOWS	EB	ETCHICAG.	OCCUPANT OF THE PARTY OF THE PA	WB	STATE OF THE PARTY.	T.	NB	N. P. Control of the	I	SB	MANUFACTURE OF THE PARTY OF THE
Approach Mov		Julio		L	T	R		Т	R	L	Т	R	L	T	R
Assigned Mov				-	2	12	1	6	100				7		14
		/\ voh/h		-	687	440	263	545	-	i			663		142
Adjusted Flow		low Rate (s), veh/h/	ln.	-	1781	1585	1730	1781		-		-	1730		1585
The second secon					12.0	19.2	5.4	5.4	-	1		-	14.2		5.9
Queue Service				-	12.0	19.2	5.4	5.4				HITTHE	14.2		5.9
	-	ce Time (g _c), s			0.38	0.38	0.19	0.62					0.25		0.25
Green Ratio (<u> </u>			649	2226		-		_	865		396
Capacity (c),		11 (11)		ļ	1335	594		-		-		-	0.767		0.359
Volume-to-Cap				-	0.515	THE RESERVE OF THE PERSON NAMED IN	-	0.24	-	<u> </u>			254.7		97.8
		t/In (95 th percentile		-	214.8		97.9	80.2		-	-		-	-	
The second second second second		reh/ln (95 th percent		{	8.5	12.5	3.9	3.2		-		-	10.0		3.8
NAME OF TAXABLE PARTY OF TAXABLE PARTY.		(RQ) (95 th percen	tile)		0.00	0.00	0.00	0.00				-	0.00		0.00
the same of the sa	niform Delay (d 1), s/veh				19.4	21.6	28.6	6.6		-		-	27.8		24.7
THE RESIDENCE OF THE PERSON NAMED IN	cremental Delay (d 2), s/veh				1.4	8.1	0.2	0.3		-		_	3.8		0.2
	itial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0			-		0.0		0.0
Name and Address of the Owner o	ontrol Delay (d), s/veh			1	20.8	29.7	28.7	6.9	-	-			31.6		24.9
	evel of Service (LOS)			1	C	C	С	A	1	ļ			С		C
Contract of the Contract of th	pproach Delay, s/veh / LOS			24.	3	С	14.0	0	В	0.0			30.4		С
Intersection D	tersection Delay, s/veh / LOS					23	3.1		Miles de la company	_	and the same same	No.	С	The same	SCHOOL STATE
						SERVICE SERVICE	THE SE	Q.K.				3200			
Multimodal R	ultimodal Results				EB			WE		-	NB	100		SB	
Pedestrian LC	edestrian LOS Score / LOS				1	В	1.9	-	В	3.0)	С	2.9		С
Bicycle LOS S	/cle LOS Score / LOS			1.4	-	Α	1.2		Α				1		F

		HCS	7 Sis.	alize	d Inte	rsect	ion R	esul	ts Su	mm _{~. j}	/		et constant and	CONTRACTOR AND	
									PROD	diam're				A Just 1	A L
General Inforn	nation									tion Info		n		J LL	ON THE REAL PROPERTY.
Agency		Solaegui Engineers		,		-			Duration		0.25		- 3		
Analyst		MSH				Sep 18		-	Area Ty	эе	Other			7	
Jurisdiction		City of Sparks		Time P		PM Pe	ak Hou	-	PHF		0.95				-
Urban Street				Analys	is Year	2035 E Projec	Base + t + Kiley		Analysis	Period	1> 7:0	0	7		
Intersection		Pyramid/Sparks SB	Ramp	File Na	ıme	SB35p	ww.xus						100	e tobb	1-1
Project Descrip	tion				BUREWOOD	Contraction of the last	99839330		NEW WATER	200 00000	COLUMN	END/VIOL	Windshift Co.		
Demand Inform	nation	Esta de la la companya de		BLOWN IN	EB	7429/20		WE			NB			SB	The state of the s
Approach Move	AT LEAST DELICATION OF THE PARTY OF THE PART				T	R	L	Tτ	R	L	T	I R	L	Т	I R
Demand (v), v					641	294	300	961		1	-		531	-	208
Demand (V),					AND SERVICE SE	NE TOWN			SE STREET			Yang I	STATISTICS.	Tree!	
Signal Informa	ation				-	4	12 50		1		=100	_		1003	人
Cycle, s	80.0	Reference Phase	2]	12	=3			- 1				♥,	- 1	
Offset, s	0	Reference Point	End	Green	15.0	30.0	20.0	0.0	0.0	0.0		13/10		II I	M. Tot
Uncoordinated	No	Simult. Gap E/W	On	Yellow		4.0	4.0	0.0	0.0	0.0			•		150
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	11.0	[0.0	10.0	[0.0]	SAMOORIAN CO.	5	6	-7	A CONTRACTOR AND A CONT
			Silver	ED.		EDT.	VA/DI	SHALL SEE	AMOT	NBI		VBT	SBL		SBT
Timer Results				EBI	-	EBT	WBI	-	WBT	INDI		ND I	SDL	-	4
Assigned Phas	e					2	1		6	-		-	-		-
Case Number						7.3	2.0		4.0	-		,	-	-	9.0
PARTY SERVICE STREET	ase Duration, s					35.0	20.0		55.0	-		-	-	-	25.0
The second second second second	ange Period, (Y+R c), s					5.0	5.0	-	5.0					-	5.0
Max Allow Hea	dway (MAH), s				0.0	3.1		0.0				-	-	3.2
Queue Clearar	ice Time	e (gs), S					8.5						-		13.6
Green Extension	on Time	(ge), s				0.0	0.4		0.0						1,3
Phase Call Pro	bability						1.00						1		1.00
Max Out Proba	bility	NAME OF TAXABLE PARTY OF TAXABLE PARTY.	endomon se	THE REAL PROPERTY.	THE REAL PROPERTY.	CALLS NO.	0.05	5 moment	145-1545	OCUMENTS.	and the same	00 (41)	PARTITION OF THE PARTIT	NO OHER	0.23
Movement Gr	oun Re	Manual Case Manual			EB	EXISTE	SINGE SING	WB		1	NB	A III STATE	1	SB	SE HELDS
Approach Mov	-	Suits		FL	T	R	L	Т	R	L	T	R	L	Т	R
Assigned Move				-	2	12	1	6		1	-		7		14
		() vob/b		-	2000	309	316	1012		-			559		219
Adjusted Flow			ln.	-	1781	1585	1730	1781		-			1730		1585
		ow Rate (s), veh/h/	10	-	11.7	12.1	6.5	11.9	NAME AND ADDRESS OF TAXABLE PARTY.				11.6		9.6
Queue Service	_			-	11.7	12.1	6.5	11.9	-				11.6		9.6
THE RESERVE AND ADDRESS OF THE PARTY OF THE	and the second second second	ce Time (gc), s			0.38	0.38	0.19	0.62		-			0.25		0.25
Green Ratio (-		1335	594	649	2226	THE RESERVE AND ADDRESS OF THE PARTY NAMED IN	1		-	865		396
Capacity (c),		otio (V)			-		0.487	0.454	minutes and the second	-	-		0.646	-	0.553
Volume-to-Cap		A COLUMN TO THE OWNER OF THE OWNER OWNER OF THE OWNER O	V	-	0.505 210.9	208.9	119.6	177.8		-	-	******	208.9	-	162.4
		t/in (95 th percentile			-	-	4.7	7.0		1			8.2		6.4
		eh/ln (95 th percent (RQ) (95 th percen		-	0.00	0.00	0.00	0.00		1-		11111	0.00		0.00
THE RESERVE AND ADDRESS OF THE PARTY OF THE		As a second control of the second control of	uie)	-	19.3	19.4	29.1	7.9	-	-			26.8		26.1
	niform Delay (d 1), s/veh cremental Delay (d 2), s/veh				1.4	3.2	0.2	0.7		1		400	1.3		1.0
	tial Queue Delay (d 2), s/veh				0.0	0.0	0.0	0.0	-1	-			0.0		0.0
	ntrol Delay (d), s/veh			1	20.6	22.7	29.3	8.5	_	1			28.2		27.1
The second secon	evel of Service (LOS)			-	C	C	C	A	1	1			С		С
	pproach Delay, s/veh / LOS			21.3		C	13.		В	0.0		1000	27.9		C
	ersection Delay, s/veh / LOS						9.6						В		
								257						10 8	
Multimodal R	Itimodal Results				EB			WB			NB			SB	-
Pedestrian LO	destrian LOS Score / LOS					В	1.9	-	В	3.0)	С	2.9	_	С
Bicycle LOS S	ycle LOS Score / LOS					Α	1.6		В						F

		HCS	7 Si	alize	d Inte	ersect	ion R	esu	lts Sun	ımy					
												W 374			
General Inform	nation								Intersect	ion Info	rmatio	n	- 1	1 J. 4 1 1 U.	
Agency		Solaegui Engineers					74		Duration,	h	0.25				
Analyst		MSH		Analys	is Date	Sep 13	, 2017		Area Type	3	Other		4		B
Jurisdiction				Time P	erlod	AM Pe	ak Hou	r	PHF		0.92		1 1 €	ul.	
Urban Street				Analys		Existin	g + Pro	ject	Analysis I	eriod	1> 7:0	00			
Intersection		Highland Ranch & A	Access	File Na		HrPa1							- Inc.		
Project Descrip	tion	I ngmana ramen av		T III TTO		10000							7	ৰ । ৰূপ	10.0
Trojour Booding	Jan Asi	MANAGER PROPERTY.	EN SA	E CONTRACTOR OF THE PARTY OF TH	ACC VIET	HIS ONLY		THE STATE OF	Hard Hard	G G		1888		707	A STATE OF
Demand Inform	nation				EB			W	3		NB			SB	
Approach Move	ement			L	T	R	1	T	R	L	T	R	L	Т	R
Demand (v), v	eh/h			35	508			68	3 197				568		100
			34									13.20	TO VIOLEN	ROAD.	TANE
Signal Informa		rs-v		1	3	K	2 5	1							λ
Cycle, s	85.0	Reference Phase	2	1	-	->				1		1	→ ₁	3	4
Offset, s	0	Reference Point	End	Green	10.0	40.0	20.0	0.0	0.0	0.0			K		1000
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	0.0		0.0		/			Herry
Force Mode	Fixed	Simult, Gap N/S	On	Red	1.0	1.0	1.0	0.0	0.0	0.0	Brond Story of	5		7	0
				TESTE:			温温度			STREET, STREET,				MILE	COAT
Timer Results				EBL	-	EBT	WB	L	WBT	NBL		NBT	SBL	-	SBT
Assigned Phas	е			5		2			6				-	-	4
Case Number	A CAMPAGARAN			2.0		4,0			7.3					_	9,0
Phase Duration	ase Duration, s			15.0)	60.0			45.0					_	25.0
Change Period	ange Period, ($Y+R_c$), s			5.0		5.0			5.0						5.0
Max Allow Hea	dway (<i>MAH</i>), s		3.1		3.1			3.1						3.2
Queue Clearar	ce Time	(gs), s		3.6		14.6			31.6						16.1
Green Extension	on Time	(ge), s		0.0		3.2			2.5						8.0
Phase Call Pro	bability			1.00)	1.00			1.00						1.00
Max Out Proba	-			0.00		0.01			0.32				T		0.70
	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1								S. Alfanon						
Movement Gre	-	sults			EB			WB			NB		L	SB	1
Approach Mov	ement			L	Т	R	L	T	R	L	T	R	L	Т	R
Assigned Move	ement			5	2			6	16				7		14
Adjusted Flow	Rate (v	'), veh/h		38	552			742	171				617		109
Adjusted Satur	ation Flo	ow Rate (s), veh/h/	In	1781	1870			1870	1585				1730		1585
Queue Service	Time (g s), s		1.6	12.6		la la	29.6	5.4				14.1		4.8
Cycle Queue C	Clearanc	e Time (gc), s		1.6	12.6			29.6	5.4				14.1		4.8
Green Ratio (g	g/C)		TIPE TO THE	0.12	0.65			0.47	0.47				0.24		0.24
Capacity (c),	veh/h			210	1210			880	746				814		373
Volume-to-Cap		atio (X)		0.182	0.456			0.84	3 0.229				0.759		0.291
		/In (95 th percentile)	31.9	189,5			489.	4 82.5				255.4		80.4
The second second second second second		eh/ln (95 th percent	A PROPERTY OF STREET	1.3	7.5			19.3					10,1	110-7-0	3.2
		RQ) (95 th percen		0.00	0.00			0.00	0.00				0.00		0.00
Uniform Delay		The second secon		33.8	7.5			19.8					30.3		26.7
Incremental De	THE OWNER OF THE OWNER OWNER OF THE OWNER OW			0.2	0.1			7.1					3.7		0.2
Initial Queue D	-			0.0	0.0			0.0					0.0		0,0
Control Delay				34.0	7.6			26.9					34.0		26.8
Level of Service				C	A	-		C	В				С		С
Approach Dela	and the second second second			9.3	A	A	24.		C	0.0		-	32.9		C
Intersection De	Marie Contractor Contractor	A STATE OF THE PARTY OF THE PAR		V.0			3.2		- Ti	0.0			C		une Transcar
The Book of Be	Tipo San		NEW YEAR	BUNG	45 86		SAL STRONG					N/A		35	
Multimodal Re	Itimodal Results				EB	and the same of	Country of the or	WE	3		NB	THE PERSON NAMED IN	1	SB	
	destrian LOS Score / LOS					Α	2.4		В	2.8		С	2.3	1	В
THE RESERVE AND ADDRESS OF THE PERSON NAMED IN	ycle LOS Score / LOS					Α	2.0		В				1		F

C CONTROL OF A MINISTRA	encontractors.	HCS	7 Sis	alize	d Int	ersect	tion R	lesu	lts Sum	ım y	Destroom	SUCKES OF S	ndramens/a	0000000	0000000000
					10000			SALES I		an Infa	SHEET OF SHEET			4). L
General Inform	nation	Factor Control						-	Intersecti		-	n	- 1	JŲ	墨蘭
Agency		Solaegui Engineers	i	12				-	Duration,	-	0.25				
Analyst		MSH		-		Sep 1			Area Type	1	Other				
Jurisdiction				Time F	eriod	PM Pe	eak Hou		PHF		0.92		_ 注意		+
Urban Street				Analys	is Year	Existin	ng + Pro	ject	Analysis f	Period	1> 7:0	00	- 1		
Intersection		Highland Ranch & /	Access	File Na	ame	HrPa1	7pw.xu	s							
Project Descrip	tion			ninos tumo	enconcinus.	NAME AND ADDRESS OF THE OWNER, TH	and the second	shunds in un	numericon and	was the suit	owner.		Syl	4 1 47	CE C
Demand Inform	nation	Markey and	DE LOIS	A CHILDRE	EB			W	R		NB	emen	ON SCHOOL SE	SB	
Approach Move				L	T	IR	L	T	-	L	T	TR	E	Т	R
				98	688	1-13	1-	62		<u> </u>	-	13	334		59
Demand (v), v	en/n		BIEDOW)	90	000	AND SHAPE	and the same of	02	9 000	NEED WAY	NAME OF THE OWNER.	BENNES	334	MINE	
Signal Informa	ation	THE PROPERTY OF THE PERSON AND PERSONS ASSESSMENT	MILOSIPA	Contraction of the Contraction o		K	JIL	T	DISCONDING STREET	1					l l
Cycle, s	85.0	Reference Phase	2	1	2	-> "							→	- Topig	KX
Offset, s	0	Reference Point	End	1	10.0	40.0	20.0	100	0.0	0.0		1	- 1	3	4
Uncoordinated	Yes	Simult. Gap E/W	On	Green		40.0	4.0	0.0		0.0	-	7	4		
Force Mode	Fixed		On	Red	1.0	1.0	1.0	0.0		0.0		5		. ,	6
TO THE REAL PROPERTY.		SALES OF SALES OF SALES	AND ADDRESS.	NAME OF TAXABLE	SCHOOL SERVICE	THE REAL	NO.	STATE OF		NE DE		S10240	BATTAGAS		P. S. A. S.
Timer Results	A SUNTER	AND DESCRIPTION OF THE PERSON	II CO. III CO.	EBI	NEWSCHIEF.	EBT	WB	L	WBT	NBL		NBT	SBL		SBT
Assigned Phas				5		2			6				1		4
Case Number				2.0		4.0			7.3						9.0
	nase Duration, s			15.0		60.0			45.0		\neg		1		25.0
THE RESERVE OF THE PARTY OF THE	ase Duration, s lange Period, (Y+R :), s			5.0		5.0			5.0	****			1	7	5.0
The second secon	ange Period, (<i>Y+R c</i>), s x Allow Headway (<i>MAH</i>), s			3.1		3.1	1		3.1				1	_	3.2
Queue Clearan				6.8	-	22.0	1	_	27.9	_			1	1	9,6
Green Extension				0.0		4.6			4.0			-		-	0.8
Phase Call Pro		(90),3		1.00		1.00		-	1.00		-		1		1.00
Max Out Proba				0.87		0.13	-		0.29			-	1	-	0.01
Wax Out 1 Toba	Manage Manage	STEEL SELECT TO SELECT	Chizania		BEEGINE S	SEATING.	TO SHE					(DA)			E-F-FEST
Movement Gro	oup Res	sults	and any rain a	1	EB			WB		to land	NB		T	SB	
Approach Move	ement			L	T	R	L	T	R	L	T	R	L	T	R
Assigned Move				5	2			6	16				7		14
Adjusted Flow	-), veh/h		107	748			684	495				363		64
		ow Rate (s), veh/h/	În	1781	1870			1870	1585				1730	7.0	1585
Queue Service				4.8	20.0			25.9	20.4				7.6		2.7
		e Time (gc), s		4.8	20.0			25.9	20.4				7.6		2.7
Green Ratio (g			-	0.12	0.65			0.47	0.47				0.24		0.24
Capacity (c),	the second second			210	1210			880	746				814		373
Volume-to-Cap		atio (X)		0.508	0.618	-		0.77	7 0.663				0.446		0.172
the second secon		/In (95 th percentile)	94	280.1	-		420.					139.3		46
	-	eh/In (95 th percent		3.7.	11.0	1		16.6					5.5		1.8
Charles and the last of the la		RQ) (95 th percen	-	0.00	0.00			0.00	THE RESERVE THE RE				0.00		0.00
			Safe TV	35.2	8.8			18.8	Printed the Street, St				27.8	-	25.9
	niform Delay(d 1), s/veh cremental Delay(d 2), s/veh				0.7	1	İ	4.0					0.1		0.1
Committee of the Artifaction Springer (Springer)	itial Queue Delay (d 3), s/veh				0.0			0,0					0.0		0.0
	ontrol Delay (d), s/veh				9.5			22.8					27.9		26.0
	evel of Service (LOS)			36.0 D	A	1	1	C	В			1	С		С
	pproach Delay, s/veh / LOS			12.8	forestra	В	21.	Acceptance of the	С	0.0			27.6		С
A NAME OF TAXABLE PARTY.	ersection Delay, s/veh / LOS						9.4						В	cont.lin	
A CONTRACTOR OF THE PARTY OF TH	isection belay, sivem Los				in sign	75.00 E		STATE OF	Villa in			No.	NEWS THE		
Multimodal Re	timodal Results						The same of	WE	3	712	NB	and the same of the	-	SB	and the second second
Annual Control of the	destrian LOS Score / LOS					Α	2.4	1	В	2.9		С	2.3		В
THE RESERVE OF THE PERSON NAMED IN	cycle LOS Score / LOS					В	2.4		В						F

and of the service of	ARGENOMATIC	HCS	7 Sis	ialize	d Inte	ersec	tion R	esu	ılts Sı	ımmı	y	TAMAKET INC.	and the second	SSI HOME MAN	Watering.	en money electricity
	11/2/20				000					RESHAM						
General Inform	nation							-		ction I	nfo		n	- 10		
Agency		Solaegui Engineers						The land	Duratio	and the property of the party	وحابلت	0.25		-		
Analyst		MSH		Analys	is Date	Sep 1	3, 2017		Area T	уре	-	Other				
Jurisdiction				Time F	eriod	AM P	eak Hou	r	PHF			0.92		*		
Urban Street				Analys	is Year	Existin + Kile	ng + Proj y	ject	Analys	is Perio	d	1> 7:0	0	7		
Intersection		Highland Ranch & A	ccess	File Na	ame	A CONTRACTOR OF THE PARTY OF TH	l7awo.xι	ıs						70	4 1 4.	141
Project Descrip	tion										****					
	Sale (S)			Mary Str			地包料		(William)				188		Me	
Demand Inform	nation				EB	.,		N	/B			NB		1	SB	-
Approach Move	ement			L	T	R	Į L		r F	1 1	-	LI	R	L	T	R
Demand (v), v	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN COLUMN TWO IN COLUMN TO THE PERSON NAMED IN COLUM		INTROOPINE	35	523		- Common or Comm	69	96 19	7	enoces:	NAME OF TAXABLE PARTY.	A STATE OF	568	Name and	100
Signal Informa	tion					2000000	SECURITY.	300	\$100 SERVER	THE REAL PROPERTY.	, OLI		TO MAN	SCHEME	122	CHOUNTER
AND DESCRIPTION OF THE PARTY OF		Reference Phase	2	1	27	*	7 7		1	į.		1333				
Cycle, s	85.0			-		1	1	1					1	→ ,	. 5	4
Offset, s	0	Reference Point	End	Green		40.0	20.0	0.			.0	1916		_		
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow		4.0	4.0	0.			.0		*			
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	0.	0 0.	0 0	.0	100 SANGE	5	0	or roller	0
Timer Results	Seat Val	Will Salasas	MATERIAL STATES	EBI	ESSOCIETY	EBT	WBI		WBT		IBL	NAME OF TAXABLE PARTY.	NBT	SBL	SHAME	SBT
Assigned Phas				5		2	4401	-	6	-	L		-		-	4
	e		-	2.0		4.0		-	7.3	B					-	9.0
Case Number											-		_		-	25.0
	ase Duration, s			15.0	THE WAR DO NOT THE	60.0			45.0	-		-		-	-	A Accompany of the last
	ange Period, (Y+R c), s			5.0		5.0	ļ		5.0		-	_			-	5.0
Max Allow Hea				3.1		3.1		_	3.1		_	_				3,2
Queue Clearan	ce Time	e (gs), s		3.6		15.1		-	32.6		-	-			_	16.1
Green Extension	n Time	(g _e), s		0.0		3.3		1	2.4	-						0.8
Phase Call Pro	bability	yearous and the second		1.00)	1.00			1.00							1.00
Max Out Proba	bility			0.00)	0.01			0.40					1		0.70
	GANGE OF THE				STORY.		BUT NAMED A				393					
Movement Gro		sults			EB			W		-	_	NB		-	SB	7-5
Approach Move				L_	T	R	L	Т	R	L	-	T	R	L	T	R
Assigned Move	ement			5	2			6	16		1	40.0		7		14
Adjusted Flow	Rate (v	/), veh/h		38	568			75	7 17		_			617		109
Adjusted Satur	ation Fl	ow Rate (s), veh/h/l	n	1781	1870			187	0 158	5				1730		1585
Queue Service	Time (g s), s		1.6	13.1			30.	6 5.4					14.1		4.8
Cycle Queue C	learand	ce Time (g_c), s	314 01	1.6	13.1			30.	6 5.4					14.1		4.8
Green Ratio (g	g/C)			0.12	0.65			0.4	7 0.4	7				0.24		0.24
Capacity (c),	veh/h			210	1210			88	0 74	3			, , , , , , , , , , , , , , , , , , , ,	814		373
Volume-to-Cap	acity R	atio (X)		0.182	0.470			0.86	30 0.22	9	T			0.759	11.5	0.291
CONTRACTOR OF THE PARTY OF THE	-	t/ln (95 th percentile)	31.9	196.1			509	.1 82.	5				255.4		80.4
		eh/ln (95 th percent	-	1.3	7.7		1	20.						10.1		3.2
And the state of t				0.00	0.00			0.0			1			0.00		0.00
A REAL PROPERTY AND ADDRESS OF THE PARTY AND A	ueue Storage Ratio (RQ) (95 th percentile) niform Delay (d 1), s/veh				7.6			20.	STREET, LEWIS PRINCIPLE	Annual Contraction of				30.3		26.7
Incremental De		the state of the s		33.8	0.1		1	8.3	-					3.7		0.2
Initial Queue D				0.0	0.0			0.0			1		-	0.0		0.0
Control Delay (-			34.0	7.7			28.		· ·	7			34.0		26.8
THE RESERVE THE PERSON NAMED IN	Married World Co.			C	A			C	-	-	-	-		C		C
	evel of Service (LOS) pproach Delay, s/veh / LOS					A	25.5		C	-	0.0	7	-	32.9		С
A REAL PROPERTY AND ADDRESS OF THE PARTY OF							3.5						-	C		
Maria Colon De	ersection Delay, s/veh / LOS				FILE CONT	SIESTALISE	UNIE NA	Alles	SILVERY.	ealeren	NO.	OF BUILD	Constant of the	ROSE NA	1000	SECTION OF STREET
Multimodal Re	Itimodal Results				EB	W. 0 2 10 S	No. of the last of	W	B	The same of	ersu.	NB	100	Name of Street	SB	Earl Training
	destrian LOS Score / LOS					Α	2.4		В	-	2.8	1	С	2.3	7	В
	ycle LOS Score / LOS					A	2.0		В		0	-		2.0	-	F
DICYCIE LOS SC	COLG ! L	00		1.5		0	2.0		D	- 1				-	-	1

		HCS	7 SIყ	nalize	d Inte	ersec	tion R	esu	lts Sun	nmary	OCHONICATION OF	Shoomer in	en tonomono sono	DESCRIPTION OF THE PERSON OF T	entill motor
												NO WINE			
General Inform	nation								Intersect	-	_	n		JU	aisi)
Agency		Solaegul Engineers							Duration,	107	0.25				
Analyst		MSH		Analys	is Date	Sep 1	3, 2017		Area Typ	е	Other		1		
Jurisdiction		NDOT		Time F	eriod	PM Pe	eak Hou	r	PHF		0.92		*	ul.	
Urban Street				Analys	is Year	Existin + Kile	ng + Proj V	ject	Analysis	Period	1> 7:0	00	3		
Intersection		Highland Ranch & A	ccess	File Na	ime	HrPa1	7pwo.xu	.is					703	1 1 112	1.1.
Project Descrip	tion														
								100		100	NID			SB	
Demand Inform					EB		+	W		-	NB	1 5	1	-	1 6
Approach Move				L	T	R	L	T		L	T	R	L	T	R
Demand (v), v	eh/h	ZOLOGO DE LA COMPONIO DEL COMPONIO DE LA COMPONIO DEL COMPONIO DE LA COMPONIO DEL COMPONIO DE LA COMPONIO DEL COMPONIO DE LA COMPONIO DEL COMPONIO DEL COMPONIO DE LA COMPONIO DE LA COMPONIO DE LA COMPONIO DE LA COMPONIO DE LA COMPONIO DE LA COMPONIO DE LA COMPONIO DE LA COMPO	50000000000	98	703	10000000	SANSON NA	64	3 555	SHARE THE REAL PROPERTY.	1000000	ESPERING.	334	S. Harris	59
Signal Informa	ation	PARTICIPATE DE L'ANDRE				Name of Street		SHAKE	THE PERSON NAMED IN		NEW THEFT			THE REAL PROPERTY.	
THE RESERVE OF THE PARTY OF THE	85.0	Reference Phase	2	1	-7	-> 4	= 2 3				100				
Cycle, s	0	Reference Point	End							-		1	15.2	3	
Offset, s	1.50	The state of the s		Green		40.0	20.0	0.0		0.0	- I Hi		4		11 12 13
Uncoordinated	Yes	Simult. Gap E/W Simult. Gap N/S	On	Yellow	1.0	4.0	1.0	0.0		0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	11.0	1.0	11.0	10.0		10.0	10841450	CVALGE 3	Name of the	De Sal	N 197410
Timer Results	and the same		III SAN SAN SAN SAN SAN SAN SAN SAN SAN SAN	EBL	SCHOOL SE	EBT	WBI	NAME OF STREET	WBT	NBI	ISSESSED AND SE	NBT	SBL		SBT
Assigned Phas				5		2			6						4
	ase Number					4.0	-	-	7.3		_			_	9.0
	nase Duration, s					60.0	-	-	45.0		_			_	25.0
and a could be be a second as the second as the second	ase Duration, s nange Period, (Y+R c), s					5.0	-	-	5.0	-	-		-	-	5.0
Max Allow Hea				5.0 3.1	-	3.1		-	3.1	-	-		1		3.2
				6.8		22.7	<u> </u>	+	28.8		-		ļ	-	9.6
Queue Clearan				0.0		4.6			4.0		-			+	0.8
Green Extension		-inv		1.00			-	-	1.00		-	-	-		1.00
Phase Call Pro				L	-	1.00	<u> </u>	-	0.34	-			-		0.01
Max Out Proba	Dility		SALTON DA	0.87		0.15	CONTRACTOR OF THE PARTY OF THE	SEEDS	0.34	VES/552	STATE		AUS NAMES	5705	0.01
Movement Gro	oup Res	sults	occurrency	THE LANGE TO LA	EB	1000000		WE	3	CONTRACTOR OF THE PARTY OF THE	NB		Terrore	SB	Martin April and Company
Approach Move				L	Т	R	L	T	R	L	T	R	L	Т	R
Assigned Move				5	2			6	16				7		14
Adjusted Flow		() veh/h		107	764			699	-				363		64
		ow Rate (s), veh/h/	ln.	1781	1870			187	and the second				1730		1585
Queue Service				4.8	20.7			26.8		-		-	7.6		2.7
		ce Time (gc), s		4.8	20.7			26.8	tion of the later of				7.6		2.7
Green Ratio (The second second	190/10		0.12	0.65	-		0.47					0.24		0.24
Capacity (c),				210	1210	-		880					814		373
Volume-to-Cap	and the last term in the last term in the	etio (X)	and the Unit	0.508	0.631		-	0.79		-		1	0.446		0.172
	-	I/In (95 th percentile	1	94	289.5	-		436.	The second second				139.3		46
		eh/In (95 th percent		3.7	11.4			17.2	_				5.5		1.8
The second secon		(RQ) (95 th percen		0.00	0.00			0.00					0.00		0.00
		AND RESIDENCE OF THE PARTY OF T		35.2	9.0			19.0		-			27.8		25.9
The state of the s	niform Delay (d +), s/veh cremental Delay (d 2), s/veh							4.7			THEATT		0.1		0.1
	itial Queue Delay (d 3), s/veh							0.0					0.0		0.0
	ontrol Delay (d), s/veh				0.0	1		23.		-			27.9	-	26.0
	evel of Service (LOS)				A			C	В				С		C
	pproach Delay, s/veh / LOS					В	21.8		c	0.0			27.6		C
And in case of the last of the	ersection Delay, s/ven / LOS						9.7						В		
PERSONAL PROPERTY.	ersection Delay, siven / LOS				W. E. W.	INTERNE			NAME OF STREET	19 MB			1021014	N BIK	D. Carlo
Multimodal Re	Itimodal Results					100	1	VVE	3		NB			SB	THE PARTY NAMED IN
	destrian LOS Score / LOS					Α	2.4		В	2.9		С	2.3		В
D: 1.1000	cycle LOS Score / LOS					В	2.5		В				1		F

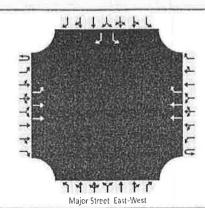
WORKS WAS ASSESSED.	at emilia	HCS	7 Siy	nalize	d Inte	ersect	tion R	esult	s Sum	Mary		NEWS OF STREET		D. (1) 6.7	NEW WORKS
	A CONTRACT				HAVEOUR	OF SUPPLY		2 Constant	到面待连续	REASING.		Europ	NA DECEMBER	d at the l	A L
General Inform	nation	·						-	ntersecti			n .	- 1	JŲŲ	
Agency		Solaegui Engineers							ouration,		0.25		- 38		
Analyst		MSH			is Date				rea Type		Other		- - - - - - - - - - 		
Jurisdiction				Time P		-	eak Hou		HF		0.92				* Table 1
Urban Street				Analys	is Year	2035 I Projec	Base + :t	A	nalysis F	eriod	1> 7:0	00			
Intersection		Highland Ranch & A	ccess	File Na	ime	HrPa3	5aw.xus	3					1 79	1144	11
Project Descrip	otion					-									
	N. S. P.		訓練清			ESSISS	100 M					TE VEN	1025 EV 10	15 SV	A 1 1/2 5
Demand Infor	mation				EB			WB			NB			SB	
Approach Mov	ement			L	T	R	L	T	R	L	T	R	L	Т	R
Demand (v),				35	400			350	197				568		100
A STATE OF THE STA	THE PERSON		21	TOTAL PLAN	OF STREET		NOTE	BEN W		STORY OF THE PARTY	195100	A POR	STATE OF THE		
Signal Inform	ation					1 5					1211				T
Cycle, s	70.0	Reference Phase	2	1	/2	-> "			1	1			→		K X
Offset, s	0	Reference Point	End	1	40.0	05.0	30.0	0.0	0.0	0.0		1	- 2	3	- 4
Uncoordinated	Yes	Simult. Gap E/W	On	Green Yellow		25.0 4.0	20.0	0.0	0.0	0.0	-	7	4		250
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	0.0	10.0	0.0		5	0	7	
T Orde Widde	NOTE THE PARTY OF		THE RE	CENTRA	Section 1	A PARTY OF		1000000	MATERIAL STATES		200	ASSISTS.	Sein tha	1000	
Timer Results			COLUMNITION	EBL	MS ACTIO	EBT	WBI	ethedella	WBT	NBL		NBT	SBL		SBT
Assigned Phas				5		2	******	-	6	1400	-			_	4
	ase Number				_	4.0			7.3				ļ		9.0
											_		1	-	25.0
	ase Duration, s ange Period, ($Y+R_c$), s					45.0	-		30.0	-	_		-	_	
				5.0		5.0	ļ		5.0	_	_				5.0
Max Allow Hea		the second secon		3.1		3.1			3.1				ļ	-	3.2
Queue Clearai				3.3		11.1			13.5					-	12.9
Green Extensi	on Time	(ge), s		0.0	-	1.8			1.7				1		1.2
Phase Call Pro	bability			1.00)	1.00			1.00						1.00
Max Out Proba	ability			0.00		0.02			0.05			en in the same of			0.14
Movement Gr		sults			EB			WB			NB		-	SB	
Approach Mov				L	Т	R	L	T	R	L	T	R	L	T	R
Assigned Mov				5	2			6	16				7	-	14
Adjusted Flow	Rate (/), veh/h		38	435			380	171				617		109
Adjusted Satu	ration Fl	ow Rate (s), veh/h/	ln	1781	1870			1870	1585				1730		1585
Queue Service	Time (g s), S		1.3	9.1			11.5	5.4				10,9		3.7
Cycle Queue (Clearand	ce Time (g_c), s		1.3	9.1			11.5	5.4				10.9		3.7
Green Ratio (g/C)			0.14	0.57			0.36	0.36				0.29		0.29
Capacity (c),				254	1069			668	566				988		453
Volume-to-Car		atio (X)		0.150	0.407			0.570	0.301				0.625		0.240
THE RESERVE AND ADDRESS OF THE PARTY OF THE		t/ln (95 th percentile)	24.4	137.1			206.8	A CHARLES THE PARTY AND ADDRESS.				190.9		58
		eh/ln (95 th percent		1.0	5.4		1	8.1	3.3				7.5		2.3
THE RESIDENCE AND ADDRESS OF THE PARTY OF TH		(RQ) (95 th percen		0.00	0.00			0.00	0.00				0.00		0.00
Control and a second se	Name and Address of the Owner, where			26.3	8.4		1	18.2	16.2				21.7		19.2
	niform Delay (d 1), s/veh cremental Delay (d 2), s/veh					-	1	0.7	0.1				0.9		0.1
	itial Queue Delay (d 2), s/veh						-	0.0	0.0			1	0.0		0.0
And the best of the second sec	ontrol Delay (d), s/veh				0.0 8.5		-	18.9	16.3			-	22.7		19.3
	evel of Service (LOS)				A.5	-		B	B	-		1	C		В
							40.4		-	0.0		1	-2		С
	pproach Delay, s/veh / LOS					Α	18.1		В	0.0			22.2		U
Intersection D	tersection Delay, s/veh / LOS				NECOSIA.	TENESTINE	7.6	IN THE PARTY NAMED IN	DESCRIPTION OF	2009-9200	EUSEASON	MARINE .	B	Heston	ALL STREET
Marking	Him a dal Parulta				EB		DELLES !	VACO	A STATE OF THE PARTY OF THE PAR	200	NID.	1283	CHELLIANS.	S G E	
	ultimodal Results						-	WB			NB	_	0.0	SB	
	destrian LOS Score / LOS					A	2.4	-	В	2.8		С	2.3	-	В
Bicycle LOS S	cycle LOS Score / LOS					Α	1.4		Α				1		F

		HCS	7 Sis	nalize	d Inte	ersec	tion R	esult	ts Sum	mary	/				was the latest terminal
				T. P.		13.94					7.48			4 11.40 1	
General Inform	nation	·							ntersecti			n	- 1	JU	
Agency		Solaegui Engineers		,					ouration,		0.25				
Analyst		MSH					3, 2017		rea Type		Other		二二國際		
Jurisdiction				Time P		-	eak Hou		HF		0.92		1		= 1
Urban Street				Analys	is Year	2035 Projec	Base + ct	A	nalysis F	eriod	1> 7:0	00	-		
Intersection		Highland Ranch & A	ccess	File Na	me	HrPa3	35pw.xus	S					1/2	4 1 4 7	1.100
Project Descrip	otion														
5.43 79.01															
Demand Infor	mation				EB			WB			NB			SB	-
Approach Mov	ement			L	T	R	L	T	R	L	T	R	L	Т	R
Demand (v),	veh/h			98	450			460	555				334		59
									100						5500053
Signal Inform					26	8	7 6 2				Part I	is liv		_v/1	人
Cycle, s	70.0	Reference Phase	2	1	1	->						- 4	→ ,	3	4
Offset, s	0	Reference Point	End	Green	10.0	25.0	20.0	0.0	0.0	0.0			A	157	A TIRIL
Uncoordinated		Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0		7		H	
Force Mode	Fixed	Simult. Gap N/S	On	Red	[1.0	11.0	1.0	[0.0]	0.0	0.0	District Line	5	6	7	N.
							10 N							Messel	经汇单
Timer Results	3			EBL 5	-	EBT	WBI	L _	WBT	NBI	-	NBT	SBL	_	SBT
Assigned Phas						2			6					_	4
Case Number						4.0			7.3						9.0
Phase Duratio	ase Duration, s					45.0			30.0					_	25.0
Change Period	ange Period, (Y+R c), s					5.0			5.0					_	5.0
Max Allow Hea	adway (MAH), s		3.1		3.1			3.1						3.2
Queue Cleara	nce Tim	e (g s), s		5.8		12.6			18.4						7.9
Green Extensi	on Time	: (g e), S		0.1		2.6	1		2.0						8.0
Phase Call Pro	obability			1.00)	1.00			1.00						1.00
Max Out Prob	ability			0.25	5	0.11			0.44						0.00
						Velocia					Property and				Service of the servic
Movement Gr	Action to the latest section in	sults		-	EB	,	-	WB			NB		1	SB	1 5
Approach Mov				L	Т	R	L	T	R	L	Т	R	L	T	R
Assigned Mov				5	2			6	16				7		14
Adjusted Flow				107	489			500	386				363	-	64
		low Rate (s), veh/h/	ln .	1781	1870			1870	1585				1730		1585
Queue Service				3.8	10.6			16.4	14.5				5.9		2.1
the same of the latest party of the latest par		ce Time ($g \circ$), s	_	3.8	10.6			16.4	14.5			ļ	5.9		2.1
Green Ratio (0.14	0.57		_	0.36	0.36				0.29		0.29
Capacity (c),				254	1069		-	668	566				988		453
Volume-to-Ca	a new representative extra	world market by the second second		0.419	The second name of			0.749	- Prince				0.367		0.142
A DESCRIPTION OF THE PROPERTY		t/In (95 th percentile		71.5	160			293.8					100.4		33.2
		veh/ln (95 th percent		2.8	6.3		1	11.6	9.0				4.0		1.3
THE RESERVE AND ADDRESS OF THE PARTY NAMED IN		(RQ) (95 th percen	tile)	27.3	0.00	1	1	0.00	0.00				0.00		0.00
	niform Delay (d 1), s/veh					-	-	19.7	19.1				20.0		18.6
	cremental Delay (d z), s/veh					1	-	4.2	2.8				0.1		0.1
Committee of the Commit	itial Queue Delay (d 3), s/veh						-	0,0	0.0				0.0		0.0
Town I was a second	ontrol Delay (d), s/veh							23.9	21.9			-	20.0		18.7
	evel of Service (LOS)					1		C	C			1	С	-	B
American Company of the Company of t	pproach Delay, s/veh / LOS					В	23.0	0	С	0.0			19.8		В
Intersection D	tersection Delay, s/veh / LOS					1	8.9	and and	-		-		В		***
						TAY SA	West of	Walter St.		WE AS	9505NE			DH 202	
The second secon	ultimodal Results						-	WB			NB		-	SB	
	destrian LOS Score / LOS					A	2.4		В	3,0		С	2.3		В
Bicycle LOS S	cycle LOS Score / LOS					Α	1.9		В				1		F

	OF THE PARTY OF TH	HCS	7 Sig	nalize	d Inte	ersec	tion R	esult	s Sun	ımaiy	and a second	SI CONTRACT	DISTURBATION OF THE PARTY OF TH	NEED OUT OF	STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET,
413/15/20				WA Z						NO.			NEED OF		MARKET ST
General Inform	nation								ntersect	Carlotte Commence	Section of the sectio	n	- 6	12.4.1	
Agency		Solaegui Engineers		y second desire		-			uration,		0.25				
Analyst		MSH		Analys	is Date	Sep 1	3, 2017	A	геа Туре)	Other				
Jurisdiction				Time F	Period	AM P	eak Hou	r P	HF		0.92		\$		
Urban Street				Analys	is Year		Base + ct + Kiley		nalysis l	Period	1> 7:0	00	2		
Intersection		Highland Ranch & A	Access	File Na	ame	-	35awo.xi							4 1 4 4	. 1- 1
Project Descrip	otion				******										
											SEE SEE				
Demand Infor	3715-53117771-337-532				EB		-	WB			NB		-	SB	
Approach Mov				L	T	R		T	R	<u> </u>	T	R	L	T	R
Demand (v),	/eh/h	An and a second second second second	CONTRACTOR OF THE PARTY OF THE	35	415	CONTRACTOR OF THE PARTY OF THE	1	363	197	A CONTRACTOR OF THE PARTY OF TH		OR SHEET	568	Sales Sales	100
Signal Informa	ation			SEE SE	1		TIT	SHARKER	COLUMN TO					200000	OVER SAX
Cycle, s	70.0	Reference Phase	2	1	-3	*	7 8	1							
The second secon			_	1		~						1	2	3	- 1 174
Offset, s	0	Reference Point	End	Green		25.0	20.0	0.0	0.0	0.0	1788		1	HTT	
Uncoordinated		Simult. Gap E/W	On	Yellow		4.0	4.0	0.0	0.0	0.0				W.	
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	11.0	0.0	0.0	0.0	District of	NI SALAN	6 2 2 4	XXXX	TO SALES
Timer Results				EBI	100000000000000000000000000000000000000	EBT	WBI		WBT	NBL		NBT	SBL	10/20	SBT
Assigned Phas				5		2	VVD	-	6	MOL	-	1101	000	\rightarrow	4
	е			2.0	_	4.0		_	7.3						9.0
Case Number					_	-						-	-		
Phase Duration				15.0	-	45.0	_		30.0				-	-	25.0
and the same of th	ange Period, (Y+Rc), s			5.0		5.0		-	5.0		-			-	5.0
the state of the s	ax Allow Headway (MAH), s			3.1		3.1		-	3.1				ļ		3.2
Queue Clearar				3.3		11.5			14.0				1		12.9
Green Extension		(g e), s		0.0		1.8	ļ		1.7						1.2
Phase Call Pro				1.00		1.00			1.00	-					1.00
Max Out Proba	bility	Demonstration of the contract	Section.	0.00		0.03	L	DERECORDED	0.07	MIZ STATUTE	amores a	VIOLENCE IN	NAME OF STREET	and the same	0.14
Movement Gr	oun Res	sults		TANK DE	EB	erat Asia	September 1	WB	U.S. Daniel	INESCUE!	NB	MARKET STATE	Total Control	SB	
Approach Mov				L	T	R	L	T	R	L	T	R	L	Т	R
Assigned Move				5	2			6	16				7		14
Adjusted Flow	707	1 veh/h		38	451			395	171		-		617		109
constitution of the property of the second		ow Rate (s), veh/h/l	n	1781	1870		-	1870	1585				1730		1585
Queue Service	CONTRACTOR OF THE			1.3	9.5	-		12.0	5.4				10.9		3.7
		g s), s e Time (g c), s		1.3	9.5	-	1	12.0	5.4				10.9		3.7
Green Ratio (Make Spinetral Association	e time (ye), s		0.14	0.57			0.36	0.36		-		0.29		0.29
Capacity (c).				254	1069	-	-	668	566				988		453
Volume-to-Cap		atio / Y \	-	0.150	-	-	-	0.591	0.301				0.625	-	0.240
	And in case of the last	atio (X) /In (95 th percentile)	\	24.4	144	-		215.6		-			190.9		58
	the second second	eh/ln (95 th percentile		1.0	5.7		-	8.5	3.3				7.5	1000	2.3
		(RQ) (95 th percent		0.00	0.00			0.00	0.00				0.00		0.00
Uniform Delay		A STATE OF THE PARTY OF THE PAR	шеј	26.3	8.5	-	-	18.3	16.2				21.7		19.2
Incremental De	and the latest terminal termin	A SECRETARIA DE LA CONTRACTOR DE LA CONT		0.1	0.1	-	-	1.0	0.1			-	0.9	-	0.1
Initial Queue D				0.0	0.0	-		0.0	0.0				0.0		0.0
Control Delay		the state of the s		26.4	8.6	-	-	19.3	16.3				22.7		19.3
the second secon	and appearance in the Albert	AND DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN THE PERSON NAMED IN COLUMN TWO IS NAMED IN THE PERSON NAMED IN THE PERSON NAMED IN THE PERSON NAMED IN THE PERSON NAMED IN THE PERSON NAMED IN THE PERSON NAMED IN THE PERSON NAMED IN THE PERSON NAMED IN THE PERSON NAMED IN THE PERSON NAMED IN THE PERSON NAMED IN THE PERSON NAMED IN THE PERSON NAMED IN THE PERSON NAMED		-	-	-	-	and the same of	-		-		- British service in the		19.3 B
Level of Service				C 10.0	A	^	18.4	В	В	0.0	7		C 22.2		C
Approach Dela				10.0	, ,	Α 4		1	В	0.0			22.2		
Intersection De	aay, S/V		SEATTER.	Brance	OF FR	NAME OF THE PARTY	7.6	R 200	NO STATE OF	CHIEF TO SERVICE	1257, (619)	louis:	B	REAL SA	BWENE
ACCORDING TO THE REAL PROPERTY.	THE REAL PROPERTY.		7.1	A CONTRACTOR OF THE PERSON NAMED IN	-	=107	QUESTION .	NAME OF TAXABLE	THE LABOR.		THE PERSON	PH. Par	PARTIE LES	SB	NIEWED)
Multimodal Re	sults			1	EB		N.	VVB			NB			OD	
Multimodal Re Pedestrian LO	-	/LOS		0.7	EB	A	2.4	WB	В	2.8	NB	С	2.3	7	В

		HCS	7 Sາອ	nalize	d Int	ersec	tion R	Resul	ts Sun	mary	/				
														355	
General Inform	mation	.,							ntersecti		_	on		4 3. de 1 J [[
Agency		Solaegui Engineers			ACT OFFICE A Property][Duration,	h	0.25		- 1000		
Analyst		MSH		Analys	is Date	Sep 1	3, 2017	Į į	Area Type	9	Other		A		
Jurisdiction				Time F	eriod	PM P	eak Hou	ir F	PHF		0.92		÷ .		
Urban Street				Analys	sis Year		Base + ct + Oth		Analysis F	Period	1> 7:0	00	- E		
Intersection		Highland Ranch & A	Access	File Na	ame	- Contractor	35pwo.x				-			1 1 4-7	+ (
Project Descrip	otion					- Interest of the second	•							Married Moon	nation to
	10000		ARCON .	THE REAL PROPERTY.	1849157	Jakar.	RVALE COM	MEEN		SI LINE	THE NA		SES VICENCE	E 501	THE REAL PROPERTY.
Demand Infor	mation				EB			WB			NB			SB	
Approach Mov	ement			L	T	R	L	T	R	L	T	R	L	Т	R
Demand (v),	Market Street, St. Co., Co., Co., Co., Co., Co., Co., Co.			98	465			474	555				334		59
	Total S		131.8												Market Village
Signal Inform		T2-7		1	23	1	7 8 7								人
Cycle, s	70.0	Reference Phase	2	1		->	i						→ ,		
Offset, s	0	Reference Point	End	Green		25.0	20.0	0.0	0.0	0.0		9,118	A	11 3	TEAR
Uncoordinated		Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0		/	o'u ii		V 841
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	0.0	0.0	0.0	100000000	5 CONCRETE	6	7	AND THE PROPERTY AND THE PARTY
	T SEA	HER STATE OF THE S		EDI		EDT	VAID	SEMEN	MOT	NIDI		NIDT	CDI		COT
Timer Results				EBI	-	EBT	WB	L	WBT	NBI	-	NBT	SBL	-	SBT
Assigned Phas	se			5	_	2		_	6				ļ	-	4
Case Number				2.0		4.0	1	-	7.3					-	9.0
Phase Duratio				15.0		45.0	l		30.0					-	25.0
Change Period				5.0		5.0		-	5.0				-	_	5.0
Max Allow Hea				3.1		3.1			3.1						3.2
Queue Clearar				5.8		13.1			19.1				1		7.9
Green Extensi				0.1		2.7			1.9						8.0
Phase Call Pro				1.00		1.00			1.00						1.00
Max Out Proba	ability	Mary Market Property and Property	TELEVISION OF	0.25	5	0.14		-	0.53	HEROTE HE	-	IZ III IEVNII	THE REAL PROPERTY.	CHECKE	0.00
Movement Gr	oup Pa				EB	MANAGE.	NAME OF THE PERSON OF THE PERS	WB	SCHOOL STATE	2021/2022	NB	NAME OF TAXABLE PARTY.	TO SERVICE	SB	CHARLES AND
Approach Mov	and the same of the last	suits		L	T	R	L	T	R	L	T	R	L	T	R
	****			5	2	1-	<u> </u>	6	16	-		1 18	7	100	14
Assigned Move Adjusted Flow		√\ vob/b		107	505			515	386		_		363		64
CONTRACTOR AND ADDRESS OF THE PARTY OF THE P				-	The state of the last of			-				-	-	_	-
	Service and the service of	ow Rate (s), veh/h/l		1781	1870	-		1870	1585	-		-	1730	-	1585
Queue Service	_			3.8	11.1		-	17.1	14.5				5.9		2.1
		ce Time (g c), s		3.8	11.1		-	17.1	14.5	إسما	-		5.9		2,1
Green Ratio (0.14	0.57	-	-	0,36	0.36			-	0.29	-	0.29
Capacity (c),		-N- / \/\	-	254	1069			668	566			-	988		453
Volume-to-Cap		The second secon		0.419	THE PERSON NAMED IN	-		0.771	0.682	-		-	0.367		0.142
		Vin (95 th percentile)		71.5	167.3		-	307.9	-				100.4		33.2
		eh/ln (95 th percent		2.8	6.6		-	12.1	9.0			-	4.0		-
The same of the sa	-	(RQ) (95 th percen	ue)	0.00	0.00			0.00	0.00	-		-	0.00		0.00
Uniform Delay Incremental De	-			27.3 0.4	8.8		-	20.0	19.1				20.0		18.6
Initial Queue D				0.0	0.1			5.0	0.0			-	0.0		0.0
Control Delay	the same of the last of			27.8	8.9	-	-	25.0	21.9			-	20.0		18.7
Level of Service	The second second second			C C	A.9	-	1	25.0	C C				C C		B
Approach Dela				12.2	-	В	23.7		C	0.0			19.8		В
Intersection De				12.2	-		9.2	-	-	0.0			B 19.6	- 1	O
intersection De	Jay, SIV		海沟田		15 HE		J.L	MARKE	AL PROVED	S. 535	WALTER	7.60	SEMESTED STATES	US ELL	045958
Multimodal R	esults	THE PARTY OF THE PARTY OF THE	1 0 m 1/4 m	LINE AND AND	EB	34112	Name and Address of	WB	The state of the s	BEHILD V	NB	EUCO 3	NAME OF THE OWNER,	SB	(CONTRACTOR)
Pedestrian LO	THE PERSON NAMED IN	LOS		0.7		Α	2.4		В	3.0		С	2.3		В
Bicycle LOS S	-	THE RESIDENCE OF STREET		1,5		A	2.0		В			-	1	-	F
, 5.0 200 0				. ,,,,			1 2.0						-R		

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	AM Ex. + Project + Other	. Peak Hour Factor	0,92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description			



Vehicle	Volumes	and Ad	justments
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Approach		Eastl	oound			West	bound			North	bound			South	bound	
Movement	U	L	T	R	U	L	Т	R	U	L	Т	R	U	L	T	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						L		R
Volume, V (veh/h)		37	1054				869	117						125		24
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)															0	
Right Turn Channelized		t	Vo			-	No			١	10			٨	lo	
Median Type/Storage				Und	ivided											

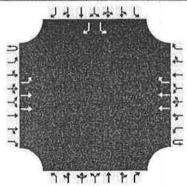
Critical and Follow-up Headways

Base Critical Headway (sec)									
Critical Headway (sec)									
Base Follow-Up Headway (sec)									
Follow-Up Headway (sec)								7.17	

Delay, Queue Length, and Level of Service

		Marie Contract on the			CONTRACTOR OF THE PARTY OF THE	
Flow Rate, v (veh/h)	40				136	26
Capacity, c (veh/h)	646				91	538
v/c Ratio	0.06				1,49	0,05
95% Queue Length, Q ₉₅ (veh)	0,2				10.5	0,2
Control Delay (s/veh)	10,9				352.5	12.0
Level of Service, LOS	В				F	В
Approach Delay (s/veh)	0.4				297.8	
Approach LOS					F	

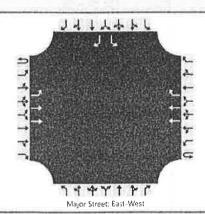
General Information		Site Information	
Analyst	MSH	Intersection	Highland Ranch & Frontage
Agency/Co.	Solaegui Engineers	Jurisdiction	City of Sparks
Date Performed	9/15/2017	East/West Street	Highland Ranch Parkway
Analysis Year	2017	North/South Street	Frontage Road
Time Analyzed	PM Ex. + Project + Other	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description			MT-04-18-18-18-18-18-18-18-18-18-18-18-18-18-



Major Street East-Wes

					Majo	Street E	ast-West									
Vehicle Volumes and Adj	justme	nts														
Approach	T	Easth	oound		1	West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	T	R	U	L	Т	R	U	L	Т	R
Priority	10	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						L		R
Volume, V (veh/h)		28	1009				1158	180						164		40
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)														()	
Right Turn Channelized		1	No			1	Vo			١	Vo.			N	o	
Median Type/Storage				Undi	vided											
Critical and Follow-up H	eadwa	ys			F 180							10.00				
Base Critical Headway (sec)	T															
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																
Delay, Queue Length, an	d Leve	l of S	ervice											HE.		r con
Flow Rate, v (veh/h)	T	30					T							178		43
Capacity, c (veh/h)		461							10000				100.1900	60		424
v/c Ratio		0.07												2.97		0,10
95% Queue Length, Q ₉₅ (veh)		0.2		,,,,,,,										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)		(0,4					-			J			83	7.3	
Approach LOS	1		11127												F	

General Information		Site Information	
Analyst	мѕн	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			



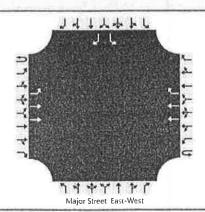
Vehicle	Volumes	and Ad	justments
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Approach		Eastbound				West	bound		V 5 1830 C	North	bound			South	bound	
Movement	U	L	T	R	U	L	Т	R	U	Ľ	T	R	U	L	Т	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		1	0	1
Configuration		L	Т				Т	R						L		R
Volume, V (veh/h)		37	946				536	117						125		24
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)							-							()	
Right Turn Channelized		1	No			1	Vo .			١	10			N	lo	
Median Type/Storage				Undi	vided											
Critical and Follow-up	Headwa	ys							file x			8-20-6	22.5,000		3711-1175	
Base Critical Headway (sec)	1															
Critical Headway (sec)																

Base Critical Headway (sec)							
Critical Headway (sec)							
Base Follow-Up Headway (sec)							
Follow-Up Headway (sec)							
Delay, Queue Length, and	Level of Serv	vice			 200		
Flow Rate, v (veh/h)	39					132	25
			1			 	

Approach LOS						F	
Approach Delay (s/veh)	n Delay (s/veh) 0.3					53,0	
Level of Service, LOS	A					F	8
Control Delay (s/veh)	9.2					61.2	10,2
95% Queue Length, Q ₉₅ (veh)	0.1					4.4	0,1
v/c Ratio	0.04					0.71	0,03
Capacity, c (veh/h)	903					186	715
Flow Rate, v (veh/h)	39					132	25

General Information		Site Information						
Analyst	мѕн	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								



Vehicle Volumes a	nd Adjustments
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Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	Ł	T	R	U	L	T	R	U	L	T	R	U	t	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						L		R
Volume, V (veh/h)		28	771				989	180						164		40
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)															0	
Right Turn Channelized	No			No				N	lo			١	lo			
Median Type/Storage	Undivided								eco IV da							

Critical and Follow-up Headways

Base Critical Headway (sec)								
Critical Headway (sec)								
Base Follow-Up Headway (sec)						 		
Follow-Up Headway (sec)								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)	29				173	42
Capacity, c (veh/h)	562				106	501
v/c Ratio	0.05				1,63	80,0
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)	Delay (s/veh) 0,4				318.2	
Approach LOS					F	