



N E V A D A

AGENDA  
Regular Meeting  
City Council

Wednesday, June 3, 2026 • 5:00 PM

Mayor  
Neal E. McIntyre

City Council  
Ward 1 - Ryan Hanan  
Ward 2 - Felicity Zoberski  
Ward 3 -  
Ward 4 - Albert Torres  
Ward 5 - Joe Mendoza

Acting City Manager  
Lydia Altick

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Fernley City Council Chambers, 595 Silver Lace Boulevard, Fernley, NV 89408

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**Zoom information:**

Please click the following link to join the webinar: <https://us02web.zoom.us/j/82966343247>, or one tap\_mobile: 12532158782, Dial: 669 900 9128, Webinar ID: 829 6634 3247

**Public Notice:** This agenda has been physically posted in compliance with 241.020 at Fernley City Hall, 595 Silver Lace Blvd. In addition, this agenda has been electronically posted in compliance with NRS 241.020(3) at [www.cityoffernley.org](http://www.cityoffernley.org) and NRS 232.2175 at <https://notice.nv.gov/> To obtain further documentation regarding posting, please contact the City Clerk's Office at (775) 784-9830 or [cityclerk@cityoffernley.org](mailto:cityclerk@cityoffernley.org)

**Public Comment:** Those wishing to address the City Council may submit public comment through the [online public comment form](#), or by sending an email to [cityclerk@cityoffernley.org](mailto:cityclerk@cityoffernley.org). Comments received prior to 4:00 pm the day of the meeting will be provided to City Council and added to the record but will not be read during the live meeting. Public comments received after 4 pm the day of the meeting will be included in the record but may not reach council members before action is taken. Public comment, whether on action items or public comment, is limited to three (3) minutes per person. Unused time may not be reserved by the speaker, nor allocated to another speaker. The public may comment on any matter that is not specifically included on an agenda as an action item or comment on a specific agenda item. Items not included on the agenda cannot be acted upon other than to place them on a future agenda. Additionally, if you wish you can comment in person at the meeting or use the Raise your Hand feature in Zoom (\*9 if you are participating via phone).

**Accommodations:** City Council and staff will make reasonable efforts to assist and accommodate individuals with disabilities desiring to attend the meeting. Please contact the City Clerk's Office at (775) 784-9830 in advance so that arrangements can be made.

**Supporting Material:** Staff reports and supporting material for the meeting are available at the City Clerk's Office, and on the City's website at [www.cityoffernley.org](http://www.cityoffernley.org) Pursuant to NRS 241.020(6), supporting material is made available to the general public at the same time it is provided to the City Council.

**Order of Business:** The presiding officer shall determine the order of the agenda. The Fernley City Council may combine two or more agenda items for consideration; remove an item from the agenda; or delay discussion relating to an item on the agenda at any time. All items are action items unless otherwise noted. Items scheduled to be heard at a specific time will be heard no earlier than the stated time but may be heard later.

## **1. INTRODUCTORY ITEMS**

- 1.1. Pledge of Allegiance**
- 1.2. Roll Call**
- 1.3. Public Forum**
- 1.4. (For Possible Action) Approval of Agenda**

## **2. CONSENT AGENDA**

(PLEASE NOTE: ALL MATTERS LISTED UNDER THE CONSENT AGENDA ARE CONSIDERED ROUTINE, AND MAY BE ACTED UPON BY THE COUNCIL MEMBERS IN ONE MOTION, AND WITHOUT AN EXTENSIVE HEARING. ANY MEMBER OF THE COUNCIL MAY REQUEST THAT AN ITEM BE TAKEN FROM THE CONSENT AGENDA, DISCUSSED, AND ACTED UPON SEPARATELY DURING THIS MEETING.)

- 2.1. (Possible Action) Approval of Voucher Report**
- 2.2. (Possible Approval) Approval of Business Licenses**
- 2.3. Discussion and possible approval of Professional Services Contract with Verus AEC for SCADA design and programming services. This project will provide a SCADA design, Bidding Services, Construction Management, Inspections and programming with commissioning services for the Wastewater Collections System, for the total cost of \$369,722.00.**
- 2.4. Possible Action to Approve the Will-Serve Request from Stor-All - Onsite improvements for 0.78 ERC's of water for Lyon County Parcel 021-132-64 located at 715 Hwy 95A, Fernley, NV 89408.**
- 2.5. Discussion and possible action to approve a contract with Artistic Fence Co., Inc. for the Water Treatment Plant Main Gate Repair and Improvements. This project will repair the WTP main gates, provide new gate operators and improve the design of the gate to minimize future issues. The cost will be \$44,984.00**
- 2.6. Discussion and possible action to approve a contract with Raftelis in the amount not to exceed \$70,380 for review of the proposed Fernley Power District Ordinance and working group report.**
- 2.7. Discussion and possible action for approval of a contract with Jensen Engineering Inc. to provide design, bid services and construction management for the Water Treatment Plant, Generator Connection Project for an amount not to exceed \$48,500.**
- 2.8. Discussion and possible action to approve Change Order #1 on the construction of Ricci Tank**  
**2. Cost of CO1 is in the amount of \$37,956.00**

## **3. REPORTS - THIS ITEM IS FOR VARIOUS PUBLIC ENTITY REPRESENTATIVES TO PROVIDE GENERAL INFORMATION TO THE COUNCIL AND PUBLIC. NO ACTION WILL BE TAKEN.**

- 3.1. Reports by City Staff, City Council, and the Mayor, including but not limited to monthly statistical reports by city departments.**

## **4. PROCLAMATIONS BY THE MAYOR**

## **5. PRESENTATIONS**

- 5.1. (For Possible Action) and discussion to accept the renewal proposal from Nevada Public Agency Insurance Pool (POOL) and approval for payment of \$475,899.68 with a deductible of \$2,000.00 per claim from fiscal year 2026-2027 funds.**
- 5.2. Presentation from Mendy Elliot from Summit Government Affairs regarding Nevada Assembly Bill 540 signed into law in 2025.**

## **6. ORDINANCES**



- 6.1. Possible action to revise Title 2, Chapter 8 of the Fernley Municipal Code to remove City Manager and add new evaluation requirements as follows:**  
**Evaluations. The Mayor shall evaluate the following positions once a year at a minimum.**

- 1. City Attorney**
- 2. City Clerk**
- 3. City Finance Director**
- 4. Human Resources Manager**
- 5. Chief Development Officer**
- 6. Chief Operations Officer**

Evaluations will be conducted by the Mayor with an evaluation form that has been approved by City Council. The Mayor shall solicit evaluations for these positions and consult the City Council evaluations in preparing his final evaluation. The City Council evaluations will be public and subject to public record requests by the public. The Mayor has the discretion, but is not required to solicit peer review from the statutory employees, using an approved peer review form.

- 6.2. (For Possible Action) Discussion and First Reading of Bill #385, associated with PD05-06MOD, a Major Modification to the handbook associated with the Friendly 5 Planned Development requested by Scott Berge to modify : 1) the proposed arterial roadway connection from the northern boundary of the development to U.S. Highway 50, 2) adding a new section to the handbook to establish design standards and requirements for the arterial roadway connection, and 3) revising Condition 4.K to modify the timing requirement for construction of the roadway connection, along with other clarifying revisions. The subject site is generally located on both the north and south sides of Farm District Road, approximately 800 linear feet east of its intersection with Jessica Lane.**

## **7. STAFF REPORTS**

- 7.1. For discussion and possible approval of an amendment to the current Memorandum of Understanding between the City and Main Street Fernley to include coordinating the planning and design efforts for the Main Street Art Park.**

## **8. PUBLIC FORUM**

## **9. ADJOURNMENT**

**Next Meeting: June 17th at 5pm**

## Report Criteria:

Detail report.

Invoice detail records above \$0 included.

Paid and unpaid invoices included.

Vendor.Vendor Number = {&lt;&gt;} 2201

| Vendor                                  | Vendor Name                             | Invoice Number | Description                                           | Invoice Date | Invoice Amount | Date Paid  | GL Account and Title                | GL Period |
|-----------------------------------------|-----------------------------------------|----------------|-------------------------------------------------------|--------------|----------------|------------|-------------------------------------|-----------|
| ABSOLUTE HOSE & FITTINGS LLC            |                                         |                |                                                       |              |                |            |                                     |           |
| 5226                                    | ABSOLUTE HOSE & FITTINGS LLC            | 33093          | Fleet – hose, fittings & ratchet strap                | 05/12/2026   | 89.78          | 05/22/2026 | 100-480-610 Automotive Supplies     | 526       |
| Total 5226:                             |                                         |                |                                                       |              | 89.78          |            |                                     |           |
| AFLAC                                   |                                         |                |                                                       |              |                |            |                                     |           |
| 5690                                    | AFLAC                                   | 956600         | SUPPLEMENTAL INSURANCE                                | 05/25/2026   | 865.74         | 05/22/2026 | 100-217400 AFLAC Insurance Payable  | 526       |
| Total 5690:                             |                                         |                |                                                       |              | 865.74         |            |                                     |           |
| AIT ADVANCED INTERPRETING & TRANSLATION |                                         |                |                                                       |              |                |            |                                     |           |
| 8498                                    | AIT ADVANCED INTERPRETING & TRANSLATION | 202605-FMC-    | Spanish - 25TR00307, 26TR00016, 25TR00152, 25TR00276, | 05/05/2026   | 510.00         | 05/22/2026 | 100-425-330 Prof Serv-Interpreter   | 526       |
| Total 8498:                             |                                         |                |                                                       |              | 510.00         |            |                                     |           |
| APPLIED PAVEMENT TECHNOLOGY, INC.       |                                         |                |                                                       |              |                |            |                                     |           |
| 8726                                    | APPLIED PAVEMENT TECHNOLOGY, INC.       | April 24, 2026 | Pesticides Applicator Training                        | 04/24/2026   | 106.26         | 05/15/2026 | 100-575-580 Training                | 426       |
| 8726                                    | APPLIED PAVEMENT TECHNOLOGY, INC.       | April 24, 2026 | Pesticides Applicator Training                        | 04/24/2026   | 159.35         | 05/15/2026 | 100-417-580 Training                | 426       |
| 8726                                    | APPLIED PAVEMENT TECHNOLOGY, INC.       | April 24, 2026 | Pesticides Applicator Training                        | 04/24/2026   | 53.13          | 05/15/2026 | 100-528-580 Training                | 426       |
| 8726                                    | APPLIED PAVEMENT TECHNOLOGY, INC.       | April 24, 2026 | Pesticides Applicator Training                        | 04/24/2026   | 106.26         | 05/15/2026 | 100-475-580 Training                | 426       |
| Total 8726:                             |                                         |                |                                                       |              | 425.00         |            |                                     |           |
| AQUA BACKFLOW, INC                      |                                         |                |                                                       |              |                |            |                                     |           |
| 8934                                    | AQUA BACKFLOW, INC                      | 2026-0130      | Cross Connection Control Program Management Services  | 05/12/2026   | 323.00         | 05/22/2026 | 510-810-320 Prof Serv-Engineering   | 526       |
| Total 8934:                             |                                         |                |                                                       |              | 323.00         |            |                                     |           |
| ASPEN DEVELOPERS CORP                   |                                         |                |                                                       |              |                |            |                                     |           |
| 8671                                    | ASPEN DEVELOPERS CORP                   | 12103.001      | Fernley EWWTP Pond 4A & 4B Relining Project           | 04/23/2026   | 40,355.05      | 05/22/2026 | 520-166100 Construction In Progress | 426       |
| Total 8671:                             |                                         |                |                                                       |              | 40,355.05      |            |                                     |           |
| AT&T                                    |                                         |                |                                                       |              |                |            |                                     |           |
| 13                                      | AT&T                                    | 8980545112     | 07048 WTP Ethernet APR 26                             | 05/01/2026   | 2,575.28       | 05/22/2026 | 100-417-530 Communications          | 526       |
| Total 13:                               |                                         |                |                                                       |              | 2,575.28       |            |                                     |           |

| Vendor                          | Vendor Name                     | Invoice Number   | Description                                                      | Invoice Date | Invoice Amount | Date Paid  | GL Account and Title                | GL Period |
|---------------------------------|---------------------------------|------------------|------------------------------------------------------------------|--------------|----------------|------------|-------------------------------------|-----------|
| AUTOZONE STORES LLC             |                                 |                  |                                                                  |              |                |            |                                     |           |
| 4473                            | AUTOZONE STORES LLC             | 3742547801       | oil and fuel filters for fleet                                   | 05/11/2026   | 21.26          | 05/22/2026 | 100-480-610 Automotive Supplies     | 526       |
| 4473                            | AUTOZONE STORES LLC             | 3742549364       | HEADLIGHTS                                                       | 05/14/2026   | 71.70          | 05/22/2026 | 100-480-610 Automotive Supplies     | 526       |
| Total 4473:                     |                                 |                  |                                                                  |              | 92.96          |            |                                     |           |
| BIG R OF FERNLEY                |                                 |                  |                                                                  |              |                |            |                                     |           |
| 20                              | BIG R OF FERNLEY                | 24248/5          | H-K start fluid and Husqvarna chainsaw chains                    | 05/13/2026   | 14.97          | 05/15/2026 | 100-575-600 General Supplies        | 526       |
| 20                              | BIG R OF FERNLEY                | 24263/5          | Bar & chain oil, WD-40, gloves, penetrating oil, zip ties, trimm | 05/15/2026   | 555.48         |            | 100-475-600 General Supplies        | 526       |
| 20                              | BIG R OF FERNLEY                | 24271/5          | Keys cut (single cut)                                            | 05/15/2026   | 3.98           |            | 510-810-600 General Supplies        | 526       |
| 20                              | BIG R OF FERNLEY                | 24283/5          | Landscape rake and picture hanging supplies                      | 05/18/2026   | 91.44          |            | 100-575-600 General Supplies        | 526       |
| 20                              | BIG R OF FERNLEY                | 24287/5          | SL mason line orange 540' with reel                              | 05/19/2026   | 15.99          |            | 100-475-600 General Supplies        | 526       |
| 20                              | BIG R OF FERNLEY                | E54502/5         | Autocut head return                                              | 05/16/2026   | 39.99          |            | 100-575-600 General Supplies        | 526       |
| Total 20:                       |                                 |                  |                                                                  |              | 641.87         |            |                                     |           |
| BULBMAN - RENO                  |                                 |                  |                                                                  |              |                |            |                                     |           |
| 5513                            | BULBMAN - RENO                  | 385369           | Bulbs                                                            | 02/03/2026   | 65.64          | 05/15/2026 | 100-417-612 Building Maint Supplies | 226       |
| Total 5513:                     |                                 |                  |                                                                  |              | 65.64          |            |                                     |           |
| CHARTER COMMUNICATIONS          |                                 |                  |                                                                  |              |                |            |                                     |           |
| 4479                            | CHARTER COMMUNICATIONS          | 156824401042126  | 24401 4/28-5/27/26 355 Cottonwood                                | 04/21/2026   | 129.98         | 05/22/2026 | 100-417-530 Communications          | 426       |
| 4479                            | CHARTER COMMUNICATIONS          | 175969701050126  | 69701 595 Silver Lace MAY 2026                                   | 05/01/2026   | 1,397.70       | 05/22/2026 | 100-417-530 Communications          | 526       |
| 4479                            | CHARTER COMMUNICATIONS          | 175970201050126  | 70201 355 Cottonwood 05/01-05/31/26                              | 05/01/2026   | 417.70         | 05/22/2026 | 100-417-530 Communications          | 526       |
| Total 4479:                     |                                 |                  |                                                                  |              | 1,945.38       |            |                                     |           |
| CLARKE MOSQUITO CONTROL PRODUCT |                                 |                  |                                                                  |              |                |            |                                     |           |
| 1936                            | CLARKE MOSQUITO CONTROL PRODUCT | 5116225          | Mosquito Control Supplies                                        | 05/15/2026   | 27.80          | 05/22/2026 | 100-528-600 General Supplies        | 526       |
| Total 1936:                     |                                 |                  |                                                                  |              | 27.80          |            |                                     |           |
| DAHL, RACHEL                    |                                 |                  |                                                                  |              |                |            |                                     |           |
| 9140                            | DAHL, RACHEL                    | FMC0.26APR - 022 | Insert Newsletter Fernley Reporter March 26                      | 04/08/2026   | 494.00         | 05/22/2026 | 100-413-540 Advertising             | 426       |
| 9140                            | DAHL, RACHEL                    | FMCo.26MAY - 012 | 1/2 Page ad in The Fernley Reporter Run Date 5/22/26 for the     | 05/14/2026   | 350.00         | 05/15/2026 | 100-615-540 Advertising             | 526       |
| Total 9140:                     |                                 |                  |                                                                  |              | 844.00         |            |                                     |           |
| DC RANDALL CORPORATION          |                                 |                  |                                                                  |              |                |            |                                     |           |
| 9123                            | DC RANDALL CORPORATION          | 4208             | PS HSPS electrical and light fixture replacement                 | 05/14/2026   | 1,500.00       | 05/22/2026 | 510-840-428 Outside Serv-Electrical | 526       |
| 9123                            | DC RANDALL CORPORATION          | 4209             | PS Bldg 1,2,3,4 MCC rooms electrical and light fixture replace   | 05/14/2026   | 3,000.00       | 05/22/2026 | 510-840-428 Outside Serv-Electrical | 526       |
| 9123                            | DC RANDALL CORPORATION          | 4210             | PS Bldg 3 electrical and light fixture replacement               | 05/14/2026   | 1,500.00       | 05/22/2026 | 510-840-428 Outside Serv-Electrical | 526       |
| 9123                            | DC RANDALL CORPORATION          | 4211             | PS lot light pole electrical and light fixture replacement       | 05/14/2026   | 3,362.01       | 05/22/2026 | 510-840-428 Outside Serv-Electrical | 526       |

| Vendor                            | Vendor Name                | Invoice Number     | Description                                     | Invoice Date | Invoice Amount | Date Paid  | GL Account and Title                     | GL Period |
|-----------------------------------|----------------------------|--------------------|-------------------------------------------------|--------------|----------------|------------|------------------------------------------|-----------|
| Total 9123:                       |                            |                    |                                                 |              | 9,362.01       |            |                                          |           |
| <b>DOWL, LLC</b>                  |                            |                    |                                                 |              |                |            |                                          |           |
| 8931                              | DOWL, LLC                  | 7363.30292.03-13   | GIS Services Apr-May 2026                       | 05/08/2026   | 2,307.00       | 05/22/2026 | 100-529-320 Prof Serv-Engineering        | 526       |
| 8931                              | DOWL, LLC                  | 7363.30583.01 - 26 | Cedar Lane Reconstruction 100% plan review      | 05/08/2026   | 339.00         | 05/22/2026 | 100-475-745 RTC Reimbursable             | 526       |
| 8931                              | DOWL, LLC                  | 7363.30583.01 - 26 | SR 828 Bike Path 30% plan review                | 05/08/2026   | 599.25         | 05/22/2026 | 100-475-730 Improve Other than Buildings | 526       |
| Total 8931:                       |                            |                    |                                                 |              | 3,245.25       |            |                                          |           |
| <b>EMPLOYEES, CITY OF FERNLEY</b> |                            |                    |                                                 |              |                |            |                                          |           |
| 8639                              | EMPLOYEES, CITY OF FERNLEY | 051326             | REIMB FOR MECHANICAL PENCILS                    | 05/13/2026   | 18.35          | 05/22/2026 | 100-414-600 General Supplies             | 526       |
| 8639                              | EMPLOYEES, CITY OF FERNLEY | 43026              | PER DIEM A. NAVARRO S. LAKE TAHOE CAL RURAL WAT | 04/30/2026   | 19.00          | 05/22/2026 | 510-840-582 Travel                       | 426       |
| 8639                              | EMPLOYEES, CITY OF FERNLEY | 43026              | PER DIEM A. NAVARRO S. LAKE TAHOE CAL RURAL WAT | 04/30/2026   | 38.00          | 05/22/2026 | 520-810-582 Travel                       | 426       |
| 8639                              | EMPLOYEES, CITY OF FERNLEY | 43026              | PER DIEM A. NAVARRO S. LAKE TAHOE CAL RURAL WAT | 04/30/2026   | 19.00          | 05/22/2026 | 510-810-582 Travel                       | 426       |
| 8639                              | EMPLOYEES, CITY OF FERNLEY | 51326              | REIMB FOR UNION NEGOTIATIONS SNACKS & WATER     | 05/13/2026   | 30.33          | 05/15/2026 | 100-419-600 General Supplies             | 526       |
| Total 8639:                       |                            |                    |                                                 |              | 124.68         |            |                                          |           |
| <b>FED EX</b>                     |                            |                    |                                                 |              |                |            |                                          |           |
| 52                                | FED EX                     | 9-269-07576        | FedEx Ground shipment to Exxon Mobil            | 04/24/2026   | 25.98          | 05/22/2026 | 510-840-550 Printing and Postage         | 426       |
| Total 52:                         |                            |                    |                                                 |              | 25.98          |            |                                          |           |
| <b>FEI FENG, ALLEN</b>            |                            |                    |                                                 |              |                |            |                                          |           |
| 9143                              | FEI FENG, ALLEN            | ACI - 05182026     | Mandarin - 26 CR 00102 3K Qian Cao              | 05/18/2026   | 350.00         | 05/22/2026 | 100-425-330 Prof Serv-Interpreter        | 526       |
| Total 9143:                       |                            |                    |                                                 |              | 350.00         |            |                                          |           |
| <b>FERNLEY VAQUERO BOOSTERS</b>   |                            |                    |                                                 |              |                |            |                                          |           |
| 6569                              | FERNLEY VAQUERO BOOSTERS   | MO05212026         | FHS SAFE & SOBER GRAD NIGHT 2026 DONATION       | 05/21/2026   | 500.00         | 05/22/2026 | 100-412-650 Community Support            | 526       |
| Total 6569:                       |                            |                    |                                                 |              | 500.00         |            |                                          |           |
| <b>FLORES, ROBERT C.</b>          |                            |                    |                                                 |              |                |            |                                          |           |
| 9012                              | FLORES, ROBERT C.          | 40826              | PLANNING COMMISSION STIPEND 4/8/26              | 04/08/2026   | 80.00          | 05/22/2026 | 100-610-322 Prof Serv-Other              | 426       |
| Total 9012:                       |                            |                    |                                                 |              | 80.00          |            |                                          |           |
| <b>FLYERS ENERGY, LLC</b>         |                            |                    |                                                 |              |                |            |                                          |           |
| 18                                | FLYERS ENERGY, LLC         | CFS-4594494        | GASOLINE-VECTOR                                 | 04/30/2026   | 96.06          | 05/22/2026 | 100-528-626 Gasoline                     | 426       |
| 18                                | FLYERS ENERGY, LLC         | CFS-4594494        | GASOLINE-STREETS                                | 04/30/2026   | 1,436.63       | 05/22/2026 | 100-475-626 Gasoline                     | 426       |
| 18                                | FLYERS ENERGY, LLC         | CFS-4594494        | GASOLINE-CODE ENFORCEMENT                       | 04/30/2026   | 148.01         | 05/22/2026 | 100-615-626 Gasoline                     | 426       |
| 18                                | FLYERS ENERGY, LLC         | CFS-4594494        | GASOLINE-WD                                     | 04/30/2026   | 2,434.78       | 05/22/2026 | 510-810-626 Gasoline                     | 426       |

| Vendor                                       | Vendor Name                   | Invoice Number | Description                                           | Invoice Date | Invoice Amount | Date Paid  | GL Account and Title                    | GL Period |
|----------------------------------------------|-------------------------------|----------------|-------------------------------------------------------|--------------|----------------|------------|-----------------------------------------|-----------|
| 18                                           | FLYERS ENERGY, LLC            | CFS-4594494    | GASOLINE-FLEET                                        | 04/30/2026   | 272.63         | 05/22/2026 | 100-480-626 Gasoline                    | 426       |
| 18                                           | FLYERS ENERGY, LLC            | CFS-4594494    | GASOLINE-FACILITIES                                   | 04/30/2026   | 663.34         | 05/22/2026 | 100-417-626 Gasoline                    | 426       |
| 18                                           | FLYERS ENERGY, LLC            | CFS-4594494    | GASOLINE-PARKS                                        | 04/30/2026   | 655.86         | 05/22/2026 | 100-575-626 Gasoline                    | 426       |
| 18                                           | FLYERS ENERGY, LLC            | CFS-4594494    | GASOLINE-WW                                           | 04/30/2026   | 1,330.80       | 05/22/2026 | 520-810-626 Gasoline                    | 426       |
| 18                                           | FLYERS ENERGY, LLC            | CFS-4594494    | GASOLINE-BUILDING                                     | 04/30/2026   | 159.06         | 05/22/2026 | 100-605-626 Gasoline                    | 426       |
| 18                                           | FLYERS ENERGY, LLC            | CFS-4594494    | GASOLINE-WTP                                          | 04/30/2026   | 190.71         | 05/22/2026 | 510-840-626 Gasoline                    | 426       |
| 18                                           | FLYERS ENERGY, LLC            | CFS-4594494    | GASOLINE-ANIMAL CONTROL                               | 04/30/2026   | 368.36         | 05/22/2026 | 100-525-626 Gasoline                    | 426       |
| 18                                           | FLYERS ENERGY, LLC            | CFS-4594494    | GASOLINE-ENG                                          | 04/30/2026   | 88.39          | 05/22/2026 | 100-529-626 Gasoline                    | 426       |
| Total 18:                                    |                               |                |                                                       |              | 7,844.63       |            |                                         |           |
| <b>FREY SPRAY LLC</b>                        |                               |                |                                                       |              |                |            |                                         |           |
| 9000                                         | FREY SPRAY LLC                | 2582           | Aerial Mosquito Abatement                             | 03/13/2026   | 7,560.00       | 05/22/2026 | 100-528-322 Prof Serv-Other             | 326       |
| Total 9000:                                  |                               |                |                                                       |              | 7,560.00       |            |                                         |           |
| <b>GARVIN, TESSA</b>                         |                               |                |                                                       |              |                |            |                                         |           |
| 9010                                         | GARVIN, TESSA                 | 40826          | PLANNING COMMISSION STIPEND 4/8/26                    | 04/08/2026   | 80.00          | 05/22/2026 | 100-610-322 Prof Serv-Other             | 426       |
| Total 9010:                                  |                               |                |                                                       |              | 80.00          |            |                                         |           |
| <b>GERHARDT &amp; BERRY CONSTRUCTION</b>     |                               |                |                                                       |              |                |            |                                         |           |
| 5064                                         | GERHARDT & BERRY CONSTRUCTION | 8057           | PS Emergency pipe repair for facility water loop      | 05/11/2026   | 20,088.24      | 05/22/2026 | 510-840-430 Outside Serv-Repair & Maint | 526       |
| Total 5064:                                  |                               |                |                                                       |              | 20,088.24      |            |                                         |           |
| <b>GORMAN, LAURA</b>                         |                               |                |                                                       |              |                |            |                                         |           |
| 9135                                         | GORMAN, LAURA                 | 2              | 24CR00109 FMC R Smith 2.23.26                         | 04/29/2026   | 177.00         | 05/22/2026 | 100-413-315 Prof Serv-Conflict Council  | 426       |
| 9135                                         | GORMAN, LAURA                 | 265            | DIDS No .: 24-0115829 / Case No.:24CR00109 3K R Smith | 04/30/2026   | 265.50         | 05/22/2026 | 100-413-315 Prof Serv-Conflict Council  | 426       |
| Total 9135:                                  |                               |                |                                                       |              | 442.50         |            |                                         |           |
| <b>GRAINGER</b>                              |                               |                |                                                       |              |                |            |                                         |           |
| 252                                          | GRAINGER                      | 9917220296     | Fuel tubing PVC 5/16"" I.D. 7/16"" O.D.               | 05/14/2026   | 28.31          | 05/22/2026 | 100-480-610 Automotive Supplies         | 526       |
| Total 252:                                   |                               |                |                                                       |              | 28.31          |            |                                         |           |
| <b>H&amp;H INVESTMENTS &amp; TOOL SUPPLY</b> |                               |                |                                                       |              |                |            |                                         |           |
| 8987                                         | H&H INVESTMENTS & TOOL SUPPLY | 79697          | STUBBY BALL-HEX & BALL HEX KEY SETS FOR SHOP          | 05/13/2026   | 55.14          | 05/15/2026 | 100-480-600 General Supplies            | 526       |
| Total 8987:                                  |                               |                |                                                       |              | 55.14          |            |                                         |           |
| <b>HACH COMPANY</b>                          |                               |                |                                                       |              |                |            |                                         |           |
| 406                                          | HACH COMPANY                  | 15001200       | PS lab supplies                                       | 05/13/2026   | 133.70         | 05/22/2026 | 510-840-614 Shop Supplies               | 526       |

| Vendor                                  | Vendor Name                             | Invoice Number | Description                                  | Invoice Date | Invoice Amount | Date Paid  | GL Account and Title                 | GL Period |
|-----------------------------------------|-----------------------------------------|----------------|----------------------------------------------|--------------|----------------|------------|--------------------------------------|-----------|
| 406                                     | HACH COMPANY                            | 15004194       | PS water quality instrumentation-flow sensor | 05/15/2026   | 810.00         | 05/22/2026 | 510-840-614 Shop Supplies            | 526       |
| Total 406:                              |                                         |                |                                              |              | 943.70         |            |                                      |           |
| HARRIS INDUSTRIAL GASES                 |                                         |                |                                              |              |                |            |                                      |           |
| 8630                                    | HARRIS INDUSTRIAL GASES                 | 2016547        | welding rods for shop                        | 05/19/2026   | 151.03         | 05/22/2026 | 100-480-610 Automotive Supplies      | 526       |
| Total 8630:                             |                                         |                |                                              |              | 151.03         |            |                                      |           |
| IBEW Local 1245                         |                                         |                |                                              |              |                |            |                                      |           |
| 83                                      | IBEW Local 1245                         | MAY 2026-2     | UNION DUES, ONE HALF OF MONTH                | 05/15/2026   | 1,691.26       | 05/15/2026 | 100-219900 OTHER PAYROLL PAYABLES    | 526       |
| Total 83:                               |                                         |                |                                              |              | 1,691.26       |            |                                      |           |
| INTERNAL REVENUE SERVICE                |                                         |                |                                              |              |                |            |                                      |           |
| 7879                                    | INTERNAL REVENUE SERVICE                | MAY 2026-2     | MED TAX PAYABLE, PAYROLL                     | 05/15/2026   | 8,494.76       | 05/15/2026 | 100-211000 FICA PAYABLE              | 526       |
| 7879                                    | INTERNAL REVENUE SERVICE                | MAY 2026-2     | FICA TAX PAYABLE, PAYROLL                    | 05/15/2026   | 145.04         | 05/15/2026 | 100-211000 FICA PAYABLE              | 526       |
| 7879                                    | INTERNAL REVENUE SERVICE                | MAY 2026-2     | W/HOLD TAX PAYABLE, PAYROLL                  | 05/15/2026   | 31,417.49      | 05/15/2026 | 100-212000 FEDERAL WITHHOLDING PAYAB | 526       |
| Total 7879:                             |                                         |                |                                              |              | 40,057.29      |            |                                      |           |
| INTERNATIONAL CODE COUNCIL              |                                         |                |                                              |              |                |            |                                      |           |
| 617                                     | INTERNATIONAL CODE COUNCIL              | 1002285005     | IRC, IBC and IPMC code books and tab sets    | 05/18/2026   | 1,045.51       | 05/22/2026 | 100-615-640 Books and Periodicals    | 526       |
| Total 617:                              |                                         |                |                                              |              | 1,045.51       |            |                                      |           |
| ISOLVED INC                             |                                         |                |                                              |              |                |            |                                      |           |
| 8862                                    | ISOLVED INC                             | 1153349111     | Cobra B Marchant 4/1/26-4/30/26              | 05/03/2026   | 33.76          | 05/22/2026 | 100-413-322 Prof Serv-Other          | 526       |
| Total 8862:                             |                                         |                |                                              |              | 33.76          |            |                                      |           |
| JOHNSON CONTROLS BUILDING SOLUTIONS LLC |                                         |                |                                              |              |                |            |                                      |           |
| 8667                                    | JOHNSON CONTROLS BUILDING SOLUTIONS LLC | 25406175       | PS Chem bldg foam system inspection          | 05/20/2026   | 600.00         |            | 510-840-420 Outside Services         | 526       |
| Total 8667:                             |                                         |                |                                              |              | 600.00         |            |                                      |           |
| KIMLEY-HORN AND ASSOCIATES, INC.        |                                         |                |                                              |              |                |            |                                      |           |
| 8715                                    | KIMLEY-HORN AND ASSOCIATES, INC.        | 192100009-0426 | South Area Plan - April 2026                 | 04/30/2026   | 19,133.61      | 05/22/2026 | 100-610-322 Prof Serv-Other          | 426       |
| 8715                                    | KIMLEY-HORN AND ASSOCIATES, INC.        | 35751650       | CIP/Impact Fee Study                         | 04/30/2026   | 6,800.00       | 05/22/2026 | 100-610-322 Prof Serv-Other          | 426       |
| 8715                                    | KIMLEY-HORN AND ASSOCIATES, INC.        | 35751651       | COF Infrastructure Plan                      | 04/30/2026   | 6,250.00       | 05/22/2026 | 100-610-322 Prof Serv-Other          | 426       |
| Total 8715:                             |                                         |                |                                              |              | 32,183.61      |            |                                      |           |

| Vendor                          | Vendor Name                     | Invoice Number        | Description                                                  | Invoice Date | Invoice Amount | Date Paid  | GL Account and Title                    | GL Period |
|---------------------------------|---------------------------------|-----------------------|--------------------------------------------------------------|--------------|----------------|------------|-----------------------------------------|-----------|
| LEWIS, ANGELA                   |                                 |                       |                                                              |              |                |            |                                         |           |
| 9020                            | LEWIS, ANGELA                   | 40826                 | PLANNING COMMISSION STIPEND 4/8/26                           | 04/08/2026   | 80.00          | 05/22/2026 | 100-610-322 Prof Serv-Other             | 426       |
| Total 9020:                     |                                 |                       |                                                              |              | 80.00          |            |                                         |           |
| LICKETY SPLIT EXPRESS WASH, LLC |                                 |                       |                                                              |              |                |            |                                         |           |
| 9051                            | LICKETY SPLIT EXPRESS WASH, LLC | #14 ENG APR 26        | 2 car washes                                                 | 04/30/2026   | 22.00          | 05/22/2026 | 100-529-420 Outside Services            | 426       |
| Total 9051:                     |                                 |                       |                                                              |              | 22.00          |            |                                         |           |
| LOWES CREDIT SERVICES           |                                 |                       |                                                              |              |                |            |                                         |           |
| 7650                            | LOWES CREDIT SERVICES           | 73699                 | Kordell-CableTie and TRS WSH Lath                            | 05/11/2026   | 12.31          |            | 520-810-600 General Supplies            | 526       |
| 7650                            | LOWES CREDIT SERVICES           | 81747                 | PS HSPS Fittings                                             | 05/14/2026   | 157.33         |            | 510-840-614 Shop Supplies               | 526       |
| 7650                            | LOWES CREDIT SERVICES           | 82729                 | Hand tools and shop supplies                                 | 05/14/2026   | 89.24          |            | 520-810-614 Shop Supplies               | 526       |
| 7650                            | LOWES CREDIT SERVICES           | 85143                 | Kordell -Electrical conduit and fittings                     | 05/04/2026   | 26.71          |            | 520-810-600 General Supplies            | 526       |
| 7650                            | LOWES CREDIT SERVICES           | 90739                 | RAID air lemon 2oz 2pk - utilities                           | 05/06/2026   | 10.91          |            | 510-810-614 Shop Supplies               | 526       |
| 7650                            | LOWES CREDIT SERVICES           | 972011                | Paint, putty knives, adhesive, sandpaper                     | 04/29/2026   | 29.47          | 05/15/2026 | 100-417-600 General Supplies            | 426       |
| 7650                            | LOWES CREDIT SERVICES           | 974313                | Paint, hooks, hardware, and batteries                        | 04/03/2026   | 48.23          | 05/15/2026 | 100-417-600 General Supplies            | 426       |
| 7650                            | LOWES CREDIT SERVICES           | 975732                | Padlock                                                      | 04/30/2026   | 26.60          | 05/15/2026 | 100-417-600 General Supplies            | 426       |
| 7650                            | LOWES CREDIT SERVICES           | 976721-qrafwf         | PARKS paint and rollers                                      | 05/01/2026   | 56.28          |            | 100-417-600 General Supplies            | 526       |
| 7650                            | LOWES CREDIT SERVICES           | 977628 -QRAFWL 050126 | Irrigation hardware supplies (valves, poly tubing, fittings) | 05/01/2026   | 85.13          |            | 510-810-614 Shop Supplies               | 526       |
| 7650                            | LOWES CREDIT SERVICES           | 978891-qnlhdx         | Cleaning supplies and paper products                         | 04/06/2026   | 127.35         | 05/15/2026 | 510-840-614 Shop Supplies               | 426       |
| Total 7650:                     |                                 |                       |                                                              |              | 669.56         |            |                                         |           |
| LUMOS & ASSOCIATES INC          |                                 |                       |                                                              |              |                |            |                                         |           |
| 370                             | LUMOS & ASSOCIATES INC          | 130542                | Shadow Lane Reconstruction (Closeout)                        | 12/16/2025   | 1,365.00       | 05/22/2026 | 100-475-745 RTC Reimbursable            | 1225      |
| 370                             | LUMOS & ASSOCIATES INC          | 130547                | Design - Fernley Industrial Park                             | 12/16/2025   | 644.00         | 05/22/2026 | 100-475-745 RTC Reimbursable            | 1225      |
| 370                             | LUMOS & ASSOCIATES INC          | 130934                | Industrial Park Reconstruction (Design)                      | 01/19/2026   | 1,884.00       | 05/22/2026 | 100-475-745 RTC Reimbursable            | 126       |
| 370                             | LUMOS & ASSOCIATES INC          | 131306                | Pond 4A and 4B Relining                                      | 02/23/2026   | 1,030.00       | 05/22/2026 | 520-166100 Construction In Progress     | 226       |
| Total 370:                      |                                 |                       |                                                              |              | 4,923.00       |            |                                         |           |
| MCCANDLESS TRUCK CENTER LLC     |                                 |                       |                                                              |              |                |            |                                         |           |
| 265                             | MCCANDLESS TRUCK CENTER LLC     | P109008513 : 01       | Credit for belt tensioner -3036 FIRE                         | 05/19/2026   | 891.11-        |            | 100-126000 Intergovernmental Receivable | 526       |
| 265                             | MCCANDLESS TRUCK CENTER LLC     | P109008514 : 01       | PARTS FOR THE FIRE DEPT.                                     | 05/19/2026   | 832.04         |            | 100-126000 Intergovernmental Receivable | 526       |
| Total 265:                      |                                 |                       |                                                              |              | 59.07-         |            |                                         |           |
| MCCULLAR, JENNI LEI             |                                 |                       |                                                              |              |                |            |                                         |           |
| 9019                            | MCCULLAR, JENNI LEI             | 40826                 | PLANNING COMMISSION STIPEND 4/8/26                           | 04/08/2026   | 80.00          | 05/22/2026 | 100-610-322 Prof Serv-Other             | 426       |
| Total 9019:                     |                                 |                       |                                                              |              | 80.00          |            |                                         |           |

| Vendor                          | Vendor Name                     | Invoice Number | Description                                                     | Invoice Date | Invoice Amount | Date Paid  | GL Account and Title |                                | GL Period |
|---------------------------------|---------------------------------|----------------|-----------------------------------------------------------------|--------------|----------------|------------|----------------------|--------------------------------|-----------|
| METLIFE SMALL BUSINESS CENTER   |                                 |                |                                                                 |              |                |            |                      |                                |           |
| 5387                            | METLIFE SMALL BUSINESS CENTER   | JUN 2026       | 5952725 GROUP DENTAL INSURANCE                                  | 06/01/2026   | 7,522.32       | 05/22/2026 | 100-217100           | Dental Insurance Payable MetL  | 626       |
| 5387                            | METLIFE SMALL BUSINESS CENTER   | JUN 2026       | 5952725 GROUP VISION INSURANCE                                  | 06/01/2026   | 1,159.03       | 05/22/2026 | 100-217200           | Vision Insurance Payable MetL  | 626       |
| 5387                            | METLIFE SMALL BUSINESS CENTER   | JUN 2026       | 5952725 GROUP LIFE/ADD LTD/STD INSURANCE                        | 06/01/2026   | 4,291.31       | 05/22/2026 | 100-217300           | Life/ADD LTD/STD Anthem Payabl | 626       |
| Total 5387:                     |                                 |                |                                                                 |              | 12,972.66      |            |                      |                                |           |
| MSC INDUSTRIAL SUPPLY CO        |                                 |                |                                                                 |              |                |            |                      |                                |           |
| 115                             | MSC INDUSTRIAL SUPPLY CO        | 43854561       | line locating paint and safety paint                            | 05/12/2026   | 637.20         | 05/22/2026 | 510-810-614          | Shop Supplies                  | 526       |
| 115                             | MSC INDUSTRIAL SUPPLY CO        | 43854571       | line locating paint                                             | 05/12/2026   | 204.96         | 05/22/2026 | 510-810-614          | Shop Supplies                  | 526       |
| 115                             | MSC INDUSTRIAL SUPPLY CO        | 45040411       | Hydration Freezer                                               | 05/15/2026   | 61.76          | 05/22/2026 | 100-475-600          | General Supplies               | 526       |
| Total 115:                      |                                 |                |                                                                 |              | 903.92         |            |                      |                                |           |
| NAPA AUTO & TRUCK PARTS         |                                 |                |                                                                 |              |                |            |                      |                                |           |
| 58                              | NAPA AUTO & TRUCK PARTS         | 449034         | Tire valve                                                      | 05/12/2026   | 3.99           | 05/22/2026 | 100-480-610          | Automotive Supplies            | 526       |
| 58                              | NAPA AUTO & TRUCK PARTS         | 449123         | PARTS FOR FLEET- GRO STT LAMP (462)                             | 05/13/2026   | 32.59          | 05/22/2026 | 100-480-610          | Automotive Supplies            | 526       |
| 58                              | NAPA AUTO & TRUCK PARTS         | 449157         | Disposable gloves for Streets                                   | 05/14/2026   | 17.98          | 05/22/2026 | 100-475-616          | Safety Supplies                | 526       |
| 58                              | NAPA AUTO & TRUCK PARTS         | 449169         | Fleet – antifreeze level sensor for International Workstar 7600 | 05/14/2026   | 160.99         | 05/22/2026 | 100-480-610          | Automotive Supplies            | 526       |
| 58                              | NAPA AUTO & TRUCK PARTS         | 449189         | Disposable gloves – Waste Water                                 | 05/14/2026   | 17.98          | 05/22/2026 | 520-810-600          | General Supplies               | 526       |
| 58                              | NAPA AUTO & TRUCK PARTS         | 449224         | Streets - Armor All protectant (gallon and 32oz)                | 05/15/2026   | 69.98          | 05/22/2026 | 100-475-614          | Shop Supplies                  | 526       |
| 58                              | NAPA AUTO & TRUCK PARTS         | 449447         | PARTS FOR FLEET – NAPA Lawn and Garden Tractor batter           | 05/19/2026   | 90.66          | 05/22/2026 | 100-480-610          | Automotive Supplies            | 526       |
| Total 58:                       |                                 |                |                                                                 |              | 394.17         |            |                      |                                |           |
| NCE                             |                                 |                |                                                                 |              |                |            |                      |                                |           |
| 7617                            | NCE                             | 675242508      | Mark IV for Quality Assurance Inspection                        | 05/11/2026   | 13,845.33      | 05/22/2026 | 220-480-815          | Raise Grant - US 50 Bridge     | 526       |
| 7617                            | NCE                             | 675242508      | Inspection and Eng Services                                     | 05/11/2026   | 9,176.67       | 05/22/2026 | 100-529-320          | Prof Serv-Engineering          | 526       |
| Total 7617:                     |                                 |                |                                                                 |              | 23,022.00      |            |                      |                                |           |
| NEVADA DEPT PUBLIC SAFETY - DPS |                                 |                |                                                                 |              |                |            |                      |                                |           |
| 7405                            | NEVADA DEPT PUBLIC SAFETY - DPS | 9280           | REF# 26T0214763                                                 | 05/01/2026   | 10.00          | 05/22/2026 | 510-810-322          | Prof Serv-Other                | 526       |
| 7405                            | NEVADA DEPT PUBLIC SAFETY - DPS | 9280           | REF# 26T0214763                                                 | 05/01/2026   | 5.28           | 05/22/2026 | 520-810-322          | Prof Serv-Other                | 526       |
| 7405                            | NEVADA DEPT PUBLIC SAFETY - DPS | 9280           | REF# 26T0214763                                                 | 05/01/2026   | 23.72          | 05/22/2026 | 100-413-322          | Prof Serv-Other                | 526       |
| Total 7405:                     |                                 |                |                                                                 |              | 39.00          |            |                      |                                |           |
| NORTHERN TOOL & EQUIPMENT       |                                 |                |                                                                 |              |                |            |                      |                                |           |
| 9052                            | NORTHERN TOOL & EQUIPMENT       | 386b723b       | MX FUEL breaker and battery for Streets                         | 05/18/2026   | 3,548.00       | 05/22/2026 | 100-475-605          | Minor Equipment                | 526       |
| Total 9052:                     |                                 |                |                                                                 |              | 3,548.00       |            |                      |                                |           |



| Vendor              | Vendor Name         | Invoice Number | Description                                                 | Invoice Date | Invoice Amount | Date Paid  | GL Account and Title                    | GL Period |
|---------------------|---------------------|----------------|-------------------------------------------------------------|--------------|----------------|------------|-----------------------------------------|-----------|
| NV ENERGY           |                     |                |                                                             |              |                |            |                                         |           |
| 167                 | NV ENERGY           | 13050 MAY 26   | 48768103613050 ACH                                          | 05/07/2026   | 2,033.14       | 05/26/2026 | 100-417-622 Electricity                 | 526       |
| 167                 | NV ENERGY           | 14319 MAY 26   | 34596405214319 ACH                                          | 05/07/2026   | 42.61          | 05/26/2026 | 100-575-622 Electricity                 | 526       |
| 167                 | NV ENERGY           | 34991 MAY 26   | 34596407734991 ACH                                          | 05/08/2026   | 37.54          | 05/27/2026 | 510-810-622 Electricity                 | 526       |
| 167                 | NV ENERGY           | 37594 MAY 26   | 80865904937594 ACH                                          | 05/08/2026   | 37.54          | 05/27/2026 | 100-475-622 Electricity                 | 526       |
| 167                 | NV ENERGY           | 50573 MAY 26   | 34596508750573 ACH                                          | 05/07/2026   | 67.74          | 05/26/2026 | 100-417-622 Electricity                 | 526       |
| 167                 | NV ENERGY           | 52067 MAY 26   | 82190407952067ACH                                           | 05/08/2026   | 118.72         | 05/27/2026 | 520-810-622 Electricity                 | 526       |
| 167                 | NV ENERGY           | 65197 MAY 26   | 34596407565197 ACH                                          | 05/07/2026   | 37.54          | 05/26/2026 | 510-810-622 Electricity                 | 526       |
| 167                 | NV ENERGY           | 67463 MAY 26   | 34596404867463 ACH                                          | 05/08/2026   | 79.45          | 05/27/2026 | 100-575-622 Electricity                 | 526       |
| 167                 | NV ENERGY           | 68387 MAY 26   | 34596408268387 ACH                                          | 05/08/2026   | 37.54          | 05/27/2026 | 100-475-622 Electricity                 | 526       |
| 167                 | NV ENERGY           | 84389 MAY 26   | 34596503684389 ACH                                          | 05/07/2026   | 231.65         | 05/26/2026 | 100-417-622 Electricity                 | 526       |
| Total 167:          |                     |                |                                                             |              | 2,723.47       |            |                                         |           |
| OFFICE DEPOT        |                     |                |                                                             |              |                |            |                                         |           |
| 133                 | OFFICE DEPOT        | 467046049001   | CITY WIDE PAPER                                             | 05/12/2026   | 19.54          | 05/15/2026 | 100-413-600 General Supplies            | 526       |
| 133                 | OFFICE DEPOT        | 467046049001   | CITY WIDE PAPER                                             | 05/12/2026   | 19.54          | 05/15/2026 | 100-610-600 General Supplies            | 526       |
| 133                 | OFFICE DEPOT        | 467046049001   | CITY WIDE PAPER                                             | 05/12/2026   | 19.54          | 05/15/2026 | 100-475-600 General Supplies            | 526       |
| 133                 | OFFICE DEPOT        | 467046049001   | CITY WIDE PAPER                                             | 05/12/2026   | 19.54          | 05/15/2026 | 100-529-600 General Supplies            | 526       |
| 133                 | OFFICE DEPOT        | 467046049001   | CITY WIDE PAPER                                             | 05/12/2026   | 19.59          | 05/15/2026 | 100-575-600 General Supplies            | 526       |
| 133                 | OFFICE DEPOT        | 467046049001   | CITY WIDE PAPER                                             | 05/12/2026   | 19.54          | 05/15/2026 | 100-605-600 General Supplies            | 526       |
| 133                 | OFFICE DEPOT        | 467046049001   | CITY WIDE PAPER                                             | 05/12/2026   | 19.54          | 05/15/2026 | 100-416-600 General Supplies            | 526       |
| 133                 | OFFICE DEPOT        | 467046049001   | CITY WIDE PAPER                                             | 05/12/2026   | 19.54          | 05/15/2026 | 510-810-601 Office Supplies             | 526       |
| 133                 | OFFICE DEPOT        | 467046049001   | CITY WIDE PAPER                                             | 05/12/2026   | 19.54          | 05/15/2026 | 100-415-600 General Supplies            | 526       |
| 133                 | OFFICE DEPOT        | 467046049001   | CITY WIDE PAPER                                             | 05/12/2026   | 19.54          | 05/15/2026 | 100-525-600 General Supplies            | 526       |
| 133                 | OFFICE DEPOT        | 467046049001   | CITY WIDE PAPER                                             | 05/12/2026   | 19.54          | 05/15/2026 | 520-810-601 Office Supplies             | 526       |
| 133                 | OFFICE DEPOT        | 467046049001   | CITY WIDE PAPER                                             | 05/12/2026   | 19.54          | 05/15/2026 | 100-419-600 General Supplies            | 526       |
| 133                 | OFFICE DEPOT        | 467046049001   | CITY WIDE PAPER                                             | 05/12/2026   | 19.54          | 05/15/2026 | 100-418-600 General Supplies            | 526       |
| 133                 | OFFICE DEPOT        | 467046049001   | CITY WIDE PAPER                                             | 05/12/2026   | 19.54          | 05/15/2026 | 100-414-600 General Supplies            | 526       |
| 133                 | OFFICE DEPOT        | 467046049001   | CITY WIDE PAPER                                             | 05/12/2026   | 19.54          | 05/15/2026 | 510-840-601 Office Supplies             | 526       |
| 133                 | OFFICE DEPOT        | 467046049001   | CITY WIDE PAPER                                             | 05/12/2026   | 19.54          | 05/15/2026 | 100-615-601 Office Supplies             | 526       |
| 133                 | OFFICE DEPOT        | 468112964001   | Mesh wall file letter black – office supplies               | 05/13/2026   | 20.10          | 05/15/2026 | 100-425-600 General Supplies            | 526       |
| 133                 | OFFICE DEPOT        | 468114847001   | Posts, adjusta-tape                                         | 05/13/2026   | 151.05         |            | 100-425-600 General Supplies            | 526       |
| 133                 | OFFICE DEPOT        | 468114851001   | Floor Sign Holder 8.5x11 Black                              | 05/13/2026   | 237.57         |            | 100-425-600 General Supplies            | 526       |
| 133                 | OFFICE DEPOT        | 470340909001   | Office supplies – keyboard/mouse combo, pens, erasers, repo | 05/20/2026   | 135.83         |            | 100-615-601 Office Supplies             | 526       |
| Total 133:          |                     |                |                                                             |              | 857.24         |            |                                         |           |
| O'REILLY AUTO PARTS |                     |                |                                                             |              |                |            |                                         |           |
| 6230                | O'REILLY AUTO PARTS | 3599-411464    | pump module for fleet truck                                 | 05/11/2026   | 204.81         | 05/22/2026 | 100-480-610 Automotive Supplies         | 526       |
| 6230                | O'REILLY AUTO PARTS | 3599-411477    | motor oil for fire dept.                                    | 05/11/2026   | 37.47          | 05/22/2026 | 100-126000 Intergovernmental Receivable | 526       |
| 6230                | O'REILLY AUTO PARTS | 3599-411574    | 2019 Ram 1500 Classic FP MOD ASSY parts                     | 05/12/2026   | 329.58         | 05/22/2026 | 100-480-610 Automotive Supplies         | 526       |
| 6230                | O'REILLY AUTO PARTS | 3599-411596    | clip assortment for fleet Ram 1500 Classic                  | 05/12/2026   | 12.74          | 05/22/2026 | 100-480-610 Automotive Supplies         | 526       |
| 6230                | O'REILLY AUTO PARTS | 3599-411813    | HD cabin air filter for fleet vehicle (6304-10ydc)          | 05/13/2026   | 21.14          | 05/22/2026 | 100-480-610 Automotive Supplies         | 526       |

| Vendor                                      | Vendor Name                          | Invoice Number | Description                                                | Invoice Date | Invoice Amount | Date Paid  | GL Account and Title             | GL Period |
|---------------------------------------------|--------------------------------------|----------------|------------------------------------------------------------|--------------|----------------|------------|----------------------------------|-----------|
| 6230                                        | O'REILLY AUTO PARTS                  | 3599-411994    | battery terminal parts for cat grader                      | 05/14/2026   | 26.48          | 05/22/2026 | 100-480-610 Automotive Supplies  | 526       |
| 6230                                        | O'REILLY AUTO PARTS                  | 3599-412806    | duckhead kit for tire machine (shop supply)                | 05/19/2026   | 44.00          | 05/22/2026 | 100-480-610 Automotive Supplies  | 526       |
| Total 6230:                                 |                                      |                |                                                            |              | 676.22         |            |                                  |           |
| <b>PACIFIC OFFICE AUTOMATION</b>            |                                      |                |                                                            |              |                |            |                                  |           |
| 8929                                        | PACIFIC OFFICE AUTOMATION            | 7R03362-8      | Utility Billing copy machine                               | 05/01/2026   | 235.00         |            | 520-810-550 Printing and Postage | 526       |
| 8929                                        | PACIFIC OFFICE AUTOMATION            | 7R03362-8      | Utility Billing copy machine                               | 05/01/2026   | 235.00         |            | 510-810-550 Printing and Postage | 526       |
| 8929                                        | PACIFIC OFFICE AUTOMATION            | 7R03584-3      | WTP Konika C25i                                            | 05/01/2026   | 196.88         |            | 510-840-550 Printing and Postage | 526       |
| Total 8929:                                 |                                      |                |                                                            |              | 666.88         |            |                                  |           |
| <b>PACIFIC STATES COMMUNICATIONS</b>        |                                      |                |                                                            |              |                |            |                                  |           |
| 1325                                        | PACIFIC STATES COMMUNICATIONS        | 511348         | Agreement PSC One Call Platinum - Monthly Billing for May  | 05/01/2026   | 21,214.00      | 05/22/2026 | 100-418-342 Tech Services-Other  | 526       |
| Total 1325:                                 |                                      |                |                                                            |              | 21,214.00      |            |                                  |           |
| <b>PAPE KENWORTH</b>                        |                                      |                |                                                            |              |                |            |                                  |           |
| 3097                                        | PAPE KENWORTH                        | 16870172       | Wheel (Papé Inv 16870172 FLEET 5-12-26)                    | 05/12/2026   | 611.27         | 05/15/2026 | 100-480-610 Automotive Supplies  | 526       |
| Total 3097:                                 |                                      |                |                                                            |              | 611.27         |            |                                  |           |
| <b>POOL PACT; NV PUBLIC AGENCY INS POOL</b> |                                      |                |                                                            |              |                |            |                                  |           |
| 271                                         | POOL PACT; NV PUBLIC AGENCY INS POOL | 7301           | Outside Legal Counsel HR- B Marchant                       | 04/28/2026   | 2,000.00       | 05/22/2026 | 100-419-322 Prof Serv-Other      | 426       |
| 271                                         | POOL PACT; NV PUBLIC AGENCY INS POOL | 7302           | Outside legal counsel HR                                   | 04/28/2026   | 2,000.00       | 05/22/2026 | 100-419-322 Prof Serv-Other      | 426       |
| 271                                         | POOL PACT; NV PUBLIC AGENCY INS POOL | 7303           | Outside Legal Counsel HR- Council                          | 04/28/2026   | 1,252.50       | 05/22/2026 | 100-419-322 Prof Serv-Other      | 426       |
| 271                                         | POOL PACT; NV PUBLIC AGENCY INS POOL | 7304           | Outside Legal Counsel HR-Council                           | 04/28/2026   | 1,320.00       | 05/22/2026 | 100-419-322 Prof Serv-Other      | 426       |
| 271                                         | POOL PACT; NV PUBLIC AGENCY INS POOL | 7305           | Outside Legal Counsel HR- Council                          | 04/28/2026   | 1,552.50       | 05/22/2026 | 100-419-322 Prof Serv-Other      | 426       |
| 271                                         | POOL PACT; NV PUBLIC AGENCY INS POOL | 7306           | Outside Legal Counsel HR Wasikowski                        | 04/28/2026   | 1,334.01       | 05/22/2026 | 100-419-322 Prof Serv-Other      | 426       |
| 271                                         | POOL PACT; NV PUBLIC AGENCY INS POOL | 7307           | Outside Legal Counsel HR- Council                          | 04/28/2026   | 2,000.00       | 05/22/2026 | 100-419-322 Prof Serv-Other      | 426       |
| 271                                         | POOL PACT; NV PUBLIC AGENCY INS POOL | 7308           | Outside Legal Counsel HR- Council                          | 04/28/2026   | 360.00         | 05/22/2026 | 100-419-322 Prof Serv-Other      | 426       |
| Total 271:                                  |                                      |                |                                                            |              | 11,819.01      |            |                                  |           |
| <b>PORTER GROUP LLC</b>                     |                                      |                |                                                            |              |                |            |                                  |           |
| 8933                                        | PORTER GROUP LLC                     | 26 - COFNV - 5 | May 26 Federal Lobbyist Contract                           | 05/01/2026   | 6,000.00       | 05/22/2026 | 100-413-322 Prof Serv-Other      | 526       |
| Total 8933:                                 |                                      |                |                                                            |              | 6,000.00       |            |                                  |           |
| <b>POSEIDON EDUCATION LLC</b>               |                                      |                |                                                            |              |                |            |                                  |           |
| 9141                                        | POSEIDON EDUCATION LLC               | 1040           | Water Works Educ Prog Plan, Prep, Equip, and Classroom Kit | 03/31/2026   | 10,320.00      | 05/22/2026 | 510-810-322 Prof Serv-Other      | 326       |
| Total 9141:                                 |                                      |                |                                                            |              | 10,320.00      |            |                                  |           |

| Vendor                               | Vendor Name                          | Invoice Number | Description                                          | Invoice Date | Invoice Amount | Date Paid  | GL Account and Title |                             | GL Period |
|--------------------------------------|--------------------------------------|----------------|------------------------------------------------------|--------------|----------------|------------|----------------------|-----------------------------|-----------|
| PRIMO BRANDS                         |                                      |                |                                                      |              |                |            |                      |                             |           |
| 4688                                 | PRIMO BRANDS                         | 6E8730273253   | water service                                        | 05/08/2026   | 274.74         | 05/22/2026 | 510-810-420          | Outside Services            | 526       |
| Total 4688:                          |                                      |                |                                                      |              | 274.74         |            |                      |                             |           |
| PUBLIC EMPLOYEES RETIREMENT SYSTEM   |                                      |                |                                                      |              |                |            |                      |                             |           |
| 144                                  | PUBLIC EMPLOYEES RETIREMENT SYSTEM   | APR 2026       | #621 RETIREMENT CONTRIBUTIONS                        | 04/30/2026   | 217,632.11     | 05/15/2026 | 100-216000           | RETIREMENT PAYABLE          | 426       |
| Total 144:                           |                                      |                |                                                      |              | 217,632.11     |            |                      |                             |           |
| PYE-BARKER FIRE & SAFETY COMPANY     |                                      |                |                                                      |              |                |            |                      |                             |           |
| 8814                                 | PYE-BARKER FIRE & SAFETY COMPANY     | 8389165        | Quarterly Alarm Monitoring/Maintenance               | 06/01/2026   | 2,162.88       | 05/22/2026 | 100-417-430          | Outside Serv-Repair & Maint | 626       |
| Total 8814:                          |                                      |                |                                                      |              | 2,162.88       |            |                      |                             |           |
| RENO ROCK TRANSPORT                  |                                      |                |                                                      |              |                |            |                      |                             |           |
| 7002                                 | RENO ROCK TRANSPORT                  | 279394         | Type 2 Base                                          | 05/13/2026   | 730.80         |            | 100-475-600          | General Supplies            | 526       |
| Total 7002:                          |                                      |                |                                                      |              | 730.80         |            |                      |                             |           |
| SECTRAN SECURITY, INC.               |                                      |                |                                                      |              |                |            |                      |                             |           |
| 8629                                 | SECTRAN SECURITY, INC.               | 26050622       | ARMORED SERVICES-GF                                  | 05/14/2026   | 264.02         | 05/22/2026 | 100-415-322          | Prof Serv-Other             | 526       |
| 8629                                 | SECTRAN SECURITY, INC.               | 26050622       | ARMORED SERVICES-WATER                               | 05/14/2026   | 264.02         | 05/22/2026 | 510-810-342          | Tech Services-Other         | 526       |
| 8629                                 | SECTRAN SECURITY, INC.               | 26050622       | ARMORED SERVICES-SEWER                               | 05/14/2026   | 264.02         | 05/22/2026 | 520-810-342          | Tech Services-Other         | 526       |
| Total 8629:                          |                                      |                |                                                      |              | 792.06         |            |                      |                             |           |
| SHAW ENGINEERING                     |                                      |                |                                                      |              |                |            |                      |                             |           |
| 1897                                 | SHAW ENGINEERING                     | 187888         | Ricci Tank 2 Design & Tank 1 Recoat                  | 03/31/2026   | 7,092.60       | 05/22/2026 | 510-166100           | Construction In Progress    | 326       |
| 1897                                 | SHAW ENGINEERING                     | 187911         | WTP Water Hammer Analysis                            | 03/31/2026   | 2,989.50       | 05/22/2026 | 510-166100           | Construction In Progress    | 326       |
| 1897                                 | SHAW ENGINEERING                     | 187912         | TWR1 Rehabilitation - Permitting and Bidding Support | 03/31/2026   | 4,495.00       | 05/22/2026 | 510-166100           | Construction In Progress    | 326       |
| 1897                                 | SHAW ENGINEERING                     | 187914         | CoF WTP Compressed Air System Improvements           | 03/31/2026   | 4,240.00       | 05/22/2026 | 510-166100           | Construction In Progress    | 326       |
| Total 1897:                          |                                      |                |                                                      |              | 18,817.10      |            |                      |                             |           |
| SILVER STATE ANALYTICAL LABORATORIES |                                      |                |                                                      |              |                |            |                      |                             |           |
| 7856                                 | SILVER STATE ANALYTICAL LABORATORIES | RN342172       | E. Newlands drive main break samples                 | 05/14/2026   | 66.00          | 05/22/2026 | 510-810-423          | Outside Serv-Analytical     | 526       |
| 7856                                 | SILVER STATE ANALYTICAL LABORATORIES | RN342242       | E. Newlands drive main break samples                 | 05/18/2026   | 66.00          | 05/22/2026 | 510-810-423          | Outside Serv-Analytical     | 526       |
| Total 7856:                          |                                      |                |                                                      |              | 132.00         |            |                      |                             |           |
| SNAP-ON INDUSTRIAL                   |                                      |                |                                                      |              |                |            |                      |                             |           |
| 8735                                 | SNAP-ON INDUSTRIAL                   | ARV/68054848   | tools for shop                                       | 05/18/2026   | 78.46          | 05/22/2026 | 100-480-600          | General Supplies            | 526       |

| Vendor                                | Vendor Name                           | Invoice Number | Description                                                  | Invoice Date | Invoice Amount | Date Paid  | GL Account and Title                | GL Period |
|---------------------------------------|---------------------------------------|----------------|--------------------------------------------------------------|--------------|----------------|------------|-------------------------------------|-----------|
| Total 8735:                           |                                       |                |                                                              |              | 78.46          |            |                                     |           |
| SOUTHWEST GAS CORP                    |                                       |                |                                                              |              |                |            |                                     |           |
| 204                                   | SOUTHWEST GAS CORP                    | 86744 MAY 26   | 910001086744 ACH                                             | 05/13/2026   | 1,152.37       | 06/01/2026 | 510-840-621 Natural Gas             | 526       |
| Total 204:                            |                                       |                |                                                              |              | 1,152.37       |            |                                     |           |
| STANTEC CONSULTING SERVICES INC       |                                       |                |                                                              |              |                |            |                                     |           |
| 9049                                  | STANTEC CONSULTING SERVICES INC       | 2559428        | Highway 50 Water Main Looping Project                        | 05/06/2026   | 22,036.25      | 05/22/2026 | 510-166100 Construction In Progress | 526       |
| Total 9049:                           |                                       |                |                                                              |              | 22,036.25      |            |                                     |           |
| STATE COLLECTION & DISB. UNIT (SCaDU) |                                       |                |                                                              |              |                |            |                                     |           |
| 176                                   | STATE COLLECTION & DISB. UNIT (SCaDU) | MAY 2026-2     | CHILD SUPPORT                                                | 05/15/2026   | 319.84         | 05/15/2026 | 100-219900 OTHER PAYROLL PAYABLES   | 526       |
| Total 176:                            |                                       |                |                                                              |              | 319.84         |            |                                     |           |
| TANEY ENGINEERING LLC                 |                                       |                |                                                              |              |                |            |                                     |           |
| 9132                                  | TANEY ENGINEERING LLC                 | 25TAN.CYF002-6 | Surface Water RFQ                                            | 05/07/2026   | 250.02         | 05/22/2026 | 510-166100 Construction In Progress | 526       |
| Total 9132:                           |                                       |                |                                                              |              | 250.02         |            |                                     |           |
| THATCHER COMPANY, INC.                |                                       |                |                                                              |              |                |            |                                     |           |
| 8646                                  | THATCHER COMPANY, INC.                | 2026400101767  | WWTP chlorine                                                | 05/11/2026   | 12,477.03      |            | 520-810-617 Chemical Supplies       | 526       |
| Total 8646:                           |                                       |                |                                                              |              | 12,477.03      |            |                                     |           |
| ULTIMATE AIR, INC.                    |                                       |                |                                                              |              |                |            |                                     |           |
| 8575                                  | ULTIMATE AIR, INC.                    | 8711           | Commercial HVAC Diagnostic                                   | 05/14/2026   | 95.00          | 05/22/2026 | 100-417-424 Outside Serv-HVAC       | 526       |
| Total 8575:                           |                                       |                |                                                              |              | 95.00          |            |                                     |           |
| US ARMOR CORPORATION                  |                                       |                |                                                              |              |                |            |                                     |           |
| 9139                                  | US ARMOR CORPORATION                  | 52678          | Outer carrier FOC with zipper & name tape for Marshal Potich | 05/21/2026   | 415.48         | 05/22/2026 | 100-425-322 Prof Serv-Other         | 526       |
| Total 9139:                           |                                       |                |                                                              |              | 415.48         |            |                                     |           |
| USA BLUEBOOK                          |                                       |                |                                                              |              |                |            |                                     |           |
| 464                                   | USA BLUEBOOK                          | INV01044209    | Inverted marking paint for water/wastewater field operations | 05/11/2026   | 108.61         | 05/22/2026 | 510-810-614 Shop Supplies           | 526       |
| Total 464:                            |                                       |                |                                                              |              | 108.61         |            |                                     |           |

| Vendor                  | Vendor Name      | Invoice Number | Description          | Invoice Date | Invoice Amount | Date Paid  | GL Account and Title               | GL Period |
|-------------------------|------------------|----------------|----------------------|--------------|----------------|------------|------------------------------------|-----------|
| <b>UTILITY DEPOSITS</b> |                  |                |                      |              |                |            |                                    |           |
| 2202                    | UTILITY DEPOSITS | 10627919       | SEWER DEPOSIT REFUND | 04/30/2026   | 25.46          | 05/15/2026 | 520-228200 Customer Deposits       | 426       |
| 2202                    | UTILITY DEPOSITS | 109257.05      | CREDIT REFUND        | 05/06/2026   | .05            | 05/15/2026 | 010-115100 Cash Clearing-Utilities | 526       |
| 2202                    | UTILITY DEPOSITS | 10925705       | SEWER DEPOSIT REFUND | 04/01/2026   | 80.00          | 05/15/2026 | 520-228200 Customer Deposits       | 426       |
| 2202                    | UTILITY DEPOSITS | 10925705       | WATER DEPOSIT REFUND | 04/01/2026   | 75.00          | 05/15/2026 | 510-228200 Customer Deposits       | 426       |
| 2202                    | UTILITY DEPOSITS | 11376404       | SEWER DEPOSIT REFUND | 04/29/2026   | 37.23          | 05/15/2026 | 520-228200 Customer Deposits       | 426       |
| 2202                    | UTILITY DEPOSITS | 11662811       | SEWER DEPOSIT REFUND | 04/30/2026   | 8.90           | 05/15/2026 | 520-228200 Customer Deposits       | 426       |
| 2202                    | UTILITY DEPOSITS | 12202607       | SEWER DEPOSIT REFUND | 05/01/2026   | 80.00          | 05/15/2026 | 520-228200 Customer Deposits       | 526       |
| 2202                    | UTILITY DEPOSITS | 12202607       | WATER DEPOSIT REFUND | 05/01/2026   | 15.21          | 05/15/2026 | 510-228200 Customer Deposits       | 526       |
| 2202                    | UTILITY DEPOSITS | 13371709       | CREDIT REFUND        | 04/27/2026   | 194.24         | 05/15/2026 | 010-115100 Cash Clearing-Utilities | 426       |
| 2202                    | UTILITY DEPOSITS | 13555107       | SEWER DEPOSIT REFUND | 05/01/2026   | 13.80          | 05/15/2026 | 520-228200 Customer Deposits       | 526       |
| 2202                    | UTILITY DEPOSITS | 13737003       | CREDIT REFUND        | 04/27/2026   | 356.57         | 05/15/2026 | 010-115100 Cash Clearing-Utilities | 426       |
| 2202                    | UTILITY DEPOSITS | 14319411       | CREDIT REFUND        | 05/06/2026   | 141.16         | 05/15/2026 | 010-115100 Cash Clearing-Utilities | 526       |
| 2202                    | UTILITY DEPOSITS | 16415505       | CREDIT REFUND        | 04/27/2026   | 230.20         | 05/15/2026 | 010-115100 Cash Clearing-Utilities | 426       |
| 2202                    | UTILITY DEPOSITS | 16725308       | CREDIT REFUND        | 04/27/2026   | 45.37          | 05/15/2026 | 010-115100 Cash Clearing-Utilities | 426       |
| 2202                    | UTILITY DEPOSITS | 16919202       | CREDIT REFUND        | 04/27/2026   | 157.31         | 05/15/2026 | 010-115100 Cash Clearing-Utilities | 426       |
| 2202                    | UTILITY DEPOSITS | 16979502       | SEWER DEPOSIT REFUND | 04/28/2026   | 57.28          | 05/15/2026 | 520-228200 Customer Deposits       | 426       |
| 2202                    | UTILITY DEPOSITS | 17208117       | SEWER DEPOSIT REFUND | 04/30/2026   | 17.18          | 05/15/2026 | 520-228200 Customer Deposits       | 426       |
| 2202                    | UTILITY DEPOSITS | 17689919       | SEWER DEPOSIT REFUND | 04/29/2026   | 37.23          | 05/15/2026 | 520-228200 Customer Deposits       | 426       |
| 2202                    | UTILITY DEPOSITS | 18554809       | SEWER DEPOSIT REFUND | 04/23/2026   | 62.31          | 05/15/2026 | 520-228200 Customer Deposits       | 426       |
| 2202                    | UTILITY DEPOSITS | 19710102       | CREDIT REFUND        | 04/24/2026   | 64.38          | 05/15/2026 | 010-115100 Cash Clearing-Utilities | 426       |
| 2202                    | UTILITY DEPOSITS | 19755806       | CREDIT REFUND        | 04/15/2026   | 88.55          | 05/15/2026 | 010-115100 Cash Clearing-Utilities | 426       |
| 2202                    | UTILITY DEPOSITS | 20683608       | WATER DEPOSIT REFUND | 05/01/2026   | 71.62          | 05/15/2026 | 510-228200 Customer Deposits       | 526       |
| 2202                    | UTILITY DEPOSITS | 20683608       | SEWER DEPOSIT REFUND | 05/01/2026   | 80.00          | 05/15/2026 | 520-228200 Customer Deposits       | 526       |
| 2202                    | UTILITY DEPOSITS | 21865805       | SEWER DEPOSIT REFUND | 04/30/2026   | 29.60          | 05/15/2026 | 520-228200 Customer Deposits       | 426       |
| 2202                    | UTILITY DEPOSITS | 219888.01      | CREDIT REFUND        | 05/06/2026   | 112.08         | 05/15/2026 | 010-115100 Cash Clearing-Utilities | 526       |
| 2202                    | UTILITY DEPOSITS | 21988801       | WATER DEPOSIT REFUND | 04/22/2026   | 75.00          | 05/15/2026 | 510-228200 Customer Deposits       | 426       |
| 2202                    | UTILITY DEPOSITS | 21988801       | SEWER DEPOSIT REFUND | 04/22/2026   | 80.00          | 05/15/2026 | 520-228200 Customer Deposits       | 426       |
| 2202                    | UTILITY DEPOSITS | 219909.01      | CREDIT REFUND        | 04/27/2026   | 194.89         | 05/15/2026 | 010-115100 Cash Clearing-Utilities | 426       |
| 2202                    | UTILITY DEPOSITS | 21990901       | WATER DEPOSIT REFUND | 04/23/2026   | 75.00          | 05/15/2026 | 510-228200 Customer Deposits       | 426       |
| 2202                    | UTILITY DEPOSITS | 21990901       | SEWER DEPOSIT REFUND | 04/23/2026   | 80.00          | 05/15/2026 | 520-228200 Customer Deposits       | 426       |
| 2202                    | UTILITY DEPOSITS | 2855802        | CREDIT REFUND        | 05/06/2026   | 99.68          | 05/15/2026 | 010-115100 Cash Clearing-Utilities | 526       |
| 2202                    | UTILITY DEPOSITS | 30795919       | WATER DEPOSIT REFUND | 04/02/2026   | 1,593.62       | 05/15/2026 | 510-228200 Customer Deposits       | 426       |
| 2202                    | UTILITY DEPOSITS | 30986907       | WATER DEPOSIT REFUND | 04/24/2026   | 1,554.13       | 05/15/2026 | 510-228200 Customer Deposits       | 426       |
| 2202                    | UTILITY DEPOSITS | 30987001       | WATER DEPOSIT REFUND | 04/15/2026   | 1,494.21       | 05/15/2026 | 510-228200 Customer Deposits       | 426       |
| 2202                    | UTILITY DEPOSITS | 4186019        | SEWER DEPOSIT REFUND | 04/22/2026   | 78.22          | 05/15/2026 | 520-228200 Customer Deposits       | 426       |
| 2202                    | UTILITY DEPOSITS | 7407508        | SEWER DEPOSIT REFUND | 04/29/2026   | 12.39          | 05/15/2026 | 520-228200 Customer Deposits       | 426       |
| 2202                    | UTILITY DEPOSITS | 7574723        | SEWER DEPOSIT REFUND | 04/22/2026   | 74.08          | 05/15/2026 | 520-228200 Customer Deposits       | 426       |
| 2202                    | UTILITY DEPOSITS | 7924602        | CREDIT REFUND        | 04/27/2026   | 161.04         | 05/15/2026 | 010-115100 Cash Clearing-Utilities | 426       |
| 2202                    | UTILITY DEPOSITS | 8490520        | SEWER DEPOSIT REFUND | 04/20/2026   | 76.92          | 05/15/2026 | 520-228200 Customer Deposits       | 426       |
| 2202                    | UTILITY DEPOSITS | 9149315        | CREDIT REFUND        | 05/06/2026   | 113.16         | 05/15/2026 | 010-115100 Cash Clearing-Utilities | 526       |
| Total 2202:             |                  |                |                      |              | 7,843.07       |            |                                    |           |

| Vendor                  | Vendor Name             | Invoice Number | Description                        | Invoice Date | Invoice Amount | Date Paid  | GL Account and Title         | GL Period |
|-------------------------|-------------------------|----------------|------------------------------------|--------------|----------------|------------|------------------------------|-----------|
| VANDERHEIDEN, JACOB RAY |                         |                |                                    |              |                |            |                              |           |
| 9027                    | VANDERHEIDEN, JACOB RAY | 40826          | PLANNING COMMISSION STIPEND 4/8/26 | 04/08/2026   | 80.00          | 05/22/2026 | 100-610-322 Prof Serv-Other  | 426       |
| Total 9027:             |                         |                |                                    |              | 80.00          |            |                              |           |
| VERIZON WIRELESS        |                         |                |                                    |              |                |            |                              |           |
| 8495                    | VERIZON WIRELESS        | 6142419684     | CMO                                | 05/01/2026   | 56.18          | 05/22/2026 | 100-413-530 Communications   | 526       |
| 8495                    | VERIZON WIRELESS        | 6142419684     | IT                                 | 05/01/2026   | 195.01         | 05/22/2026 | 100-418-530 Communications   | 526       |
| 8495                    | VERIZON WIRELESS        | 6142419684     | Animal Control                     | 05/01/2026   | 144.07         | 05/22/2026 | 100-525-530 Communications   | 526       |
| 8495                    | VERIZON WIRELESS        | 6142419684     | Building                           | 05/01/2026   | 286.19         | 05/22/2026 | 100-605-530 Communications   | 526       |
| 8495                    | VERIZON WIRELESS        | 6142419684     | Code Enforcement                   | 05/01/2026   | 77.84          | 05/22/2026 | 100-615-530 Communications   | 526       |
| 8495                    | VERIZON WIRELESS        | 6142419684     | City Attorney                      | 05/01/2026   | 240.06         | 05/22/2026 | 100-414-530 Communications   | 526       |
| 8495                    | VERIZON WIRELESS        | 6142419684     | FMC                                | 05/01/2026   | 56.18          | 05/22/2026 | 100-425-530 Communications   | 526       |
| 8495                    | VERIZON WIRELESS        | 6142419684     | Vector                             | 05/01/2026   | 92.04          | 05/22/2026 | 100-528-530 Communications   | 526       |
| 8495                    | VERIZON WIRELESS        | 6142419684     | Water Dist                         | 05/01/2026   | 341.27         | 05/22/2026 | 510-810-530 Communications   | 526       |
| 8495                    | VERIZON WIRELESS        | 6142419684     | Mayor/Council                      | 05/01/2026   | 220.22         | 05/22/2026 | 100-412-530 Communications   | 526       |
| 8495                    | VERIZON WIRELESS        | 6142419684     | Facilities                         | 05/01/2026   | 395.86         | 05/22/2026 | 100-417-530 Communications   | 526       |
| 8495                    | VERIZON WIRELESS        | 6142419684     | Fleet                              | 05/01/2026   | 52.03          | 05/22/2026 | 100-480-530 Communications   | 526       |
| 8495                    | VERIZON WIRELESS        | 6142419684     | Parks                              | 05/01/2026   | 20.06          | 05/22/2026 | 100-575-530 Communications   | 526       |
| 8495                    | VERIZON WIRELESS        | 6142419684     | Sewer                              | 05/01/2026   | 495.71         | 05/22/2026 | 520-810-530 Communications   | 526       |
| 8495                    | VERIZON WIRELESS        | 6142419684     | City Treasurer                     | 05/01/2026   | 64.13          | 05/22/2026 | 100-415-530 Communications   | 526       |
| 8495                    | VERIZON WIRELESS        | 6142419684     | Streets                            | 05/01/2026   | 52.03          | 05/22/2026 | 100-475-530 Communications   | 526       |
| 8495                    | VERIZON WIRELESS        | 6142419684     | Engineering                        | 05/01/2026   | 168.79         | 05/22/2026 | 100-529-530 Communications   | 526       |
| 8495                    | VERIZON WIRELESS        | 6142419684     | WTP                                | 05/01/2026   | 375.90         | 05/22/2026 | 510-840-530 Communications   | 526       |
| 8495                    | VERIZON WIRELESS        | 6142509343     | 52267 Apr 2- May 01 26             | 05/01/2026   | 40.01          | 05/22/2026 | 520-810-530 Communications   | 526       |
| Total 8495:             |                         |                |                                    |              | 3,373.58       |            |                              |           |
| VESTIS                  |                         |                |                                    |              |                |            |                              |           |
| 1895                    | VESTIS                  | 5980376193     | shirt contract                     | 05/12/2026   | 113.08         | 05/15/2026 | 100-480-420 Outside Services | 526       |
| 1895                    | VESTIS                  | 5980376194     | SHOP MAT SERVICE                   | 05/12/2026   | 119.19         | 05/15/2026 | 100-475-420 Outside Services | 526       |
| 1895                    | VESTIS                  | 5980376195     | Clothing/Mats                      | 05/12/2026   | 64.83          | 05/15/2026 | 100-475-420 Outside Services | 526       |
| 1895                    | VESTIS                  | 5980376196     | floor mat service                  | 05/12/2026   | 38.20          | 05/15/2026 | 510-810-420 Outside Services | 526       |
| 1895                    | VESTIS                  | 5980376198     | Floor Mats                         | 05/12/2026   | 257.73         | 05/15/2026 | 100-417-420 Outside Services | 526       |
| Total 1895:             |                         |                |                                    |              | 593.03         |            |                              |           |
| VOYA FINANCIAL          |                         |                |                                    |              |                |            |                              |           |
| 8591                    | VOYA FINANCIAL          | MAY 2026-2     | ROTH IRA                           | 05/15/2026   | 190.00         | 05/15/2026 | 100-215000 457 PAYABLE       | 526       |
| 8591                    | VOYA FINANCIAL          | MAY 2026-2     | DEFERRED COMPENSATION, 457         | 05/15/2026   | 5,007.30       | 05/15/2026 | 100-215000 457 PAYABLE       | 526       |
| Total 8591:             |                         |                |                                    |              | 5,197.30       |            |                              |           |

| Vendor                             | Vendor Name                        | Invoice Number | Description                                                  | Invoice Date | Invoice Amount | Date Paid  | GL Account and Title                   | GL Period |
|------------------------------------|------------------------------------|----------------|--------------------------------------------------------------|--------------|----------------|------------|----------------------------------------|-----------|
| WAGNER, CODY                       |                                    |                |                                                              |              |                |            |                                        |           |
| 9013                               | WAGNER, CODY                       | 40826          | PLANNING COMMISSION STIPEND 4/8/26                           | 04/08/2026   | 80.00          | 05/22/2026 | 100-610-322 Prof Serv-Other            | 426       |
| Total 9013:                        |                                    |                |                                                              |              | 80.00          |            |                                        |           |
| WEDCO, A DIVISION OF BORDER STATES |                                    |                |                                                              |              |                |            |                                        |           |
| 3350                               | WEDCO, A DIVISION OF BORDER STATES | S100234930.001 | 800A frame breaker for WD4-1-26 project. Well 11             | 05/01/2026   | 9,875.00       | 05/22/2026 | 510-810-614 Shop Supplies              | 526       |
| 3350                               | WEDCO, A DIVISION OF BORDER STATES | S100244722.002 | Wastewater ABB overload relay components (ww5/11/26)         | 05/13/2026   | 819.92         | 05/15/2026 | 520-810-614 Shop Supplies              | 526       |
| 3350                               | WEDCO, A DIVISION OF BORDER STATES | S100244722.003 | Wastewater ABB contactor components (ww5/11/26)              | 05/13/2026   | 863.46         | 05/15/2026 | 520-810-614 Shop Supplies              | 526       |
| 3350                               | WEDCO, A DIVISION OF BORDER STATES | S100245137.001 | Kordell-General use insulated screwdriver                    | 05/13/2026   | 3.73           | 05/22/2026 | 510-810-614 Shop Supplies              | 526       |
| 3350                               | WEDCO, A DIVISION OF BORDER STATES | S100245137.001 | Kordell-General use insulated screwdriver                    | 05/13/2026   | 3.73           | 05/22/2026 | 510-840-614 Shop Supplies              | 526       |
| 3350                               | WEDCO, A DIVISION OF BORDER STATES | S100245137.001 | Kordell-General use insulated screwdriver                    | 05/13/2026   | 7.46           | 05/22/2026 | 520-810-614 Shop Supplies              | 526       |
| Total 3350:                        |                                    |                |                                                              |              | 11,573.30      |            |                                        |           |
| WESTERN NEVADA DEV DISTRICT        |                                    |                |                                                              |              |                |            |                                        |           |
| 325                                | WESTERN NEVADA DEV DISTRICT        | 620            | FY26-27 WNDD Dues and Membership                             | 05/11/2026   | 5,250.00       | 05/19/2026 | 100-143000 Prepaid Items               | 526       |
| Total 325:                         |                                    |                |                                                              |              | 5,250.00       |            |                                        |           |
| WESTERN NEVADA SUPPLY CO.          |                                    |                |                                                              |              |                |            |                                        |           |
| 195                                | WESTERN NEVADA SUPPLY CO.          | 12238629-1     | bin stock                                                    | 05/15/2026   | 136.80         | 05/22/2026 | 510-810-613 Meter Service Supplies     | 526       |
| 195                                | WESTERN NEVADA SUPPLY CO.          | 12250200-1     | PS Milwaukee M18/M12 rapid charger                           | 05/14/2026   | 114.44         | 05/22/2026 | 510-840-614 Shop Supplies              | 526       |
| 195                                | WESTERN NEVADA SUPPLY CO.          | 12260802       | PS 1-1/2 X 25 clear suction hose with MXF CMLK               | 05/14/2026   | 332.43         | 05/22/2026 | 510-840-614 Shop Supplies              | 526       |
| 195                                | WESTERN NEVADA SUPPLY CO.          | 12260803       | PS aluminum imp parts for hoses                              | 05/14/2026   | 13.38          | 05/22/2026 | 510-840-614 Shop Supplies              | 526       |
| 195                                | WESTERN NEVADA SUPPLY CO.          | 12272154       | Replacement parts after main break and parts for high school | 05/19/2026   | 5,730.30       | 05/22/2026 | 510-810-613 Meter Service Supplies     | 526       |
| Total 195:                         |                                    |                |                                                              |              | 6,327.35       |            |                                        |           |
| WHITE, JULIANNE                    |                                    |                |                                                              |              |                |            |                                        |           |
| 9026                               | WHITE, JULIANNE                    | 40826          | PLANNING COMMISSION STIPEND 4/8/26                           | 04/08/2026   | 80.00          | 05/22/2026 | 100-610-322 Prof Serv-Other            | 426       |
| Total 9026:                        |                                    |                |                                                              |              | 80.00          |            |                                        |           |
| WIGREN, LEAH                       |                                    |                |                                                              |              |                |            |                                        |           |
| 9117                               | WIGREN, LEAH                       | 1              | Indigent services 24-cr-00016-3K Ono, Joshua 7/2/24-10/7/20  | 04/30/2026   | 1,396.76       | 05/22/2026 | 100-413-315 Prof Serv-Conflict Council | 426       |
| Total 9117:                        |                                    |                |                                                              |              | 1,396.76       |            |                                        |           |
| WOOD RODGERS, INC.                 |                                    |                |                                                              |              |                |            |                                        |           |
| 2454                               | WOOD RODGERS, INC.                 | 203781         | Fed Lands Con Services rendered thru 04/30/2026              | 04/30/2026   | 1,080.00       |            | 100-413-322 Prof Serv-Other            | 426       |
| Total 2454:                        |                                    |                |                                                              |              | 1,080.00       |            |                                        |           |

| Vendor        | Vendor Name | Invoice Number | Description | Invoice Date | Invoice Amount    | Date Paid | GL Account and Title | GL Period |
|---------------|-------------|----------------|-------------|--------------|-------------------|-----------|----------------------|-----------|
| Grand Totals: |             |                |             |              | <u>597,086.87</u> |           |                      |           |

Dated: \_\_\_\_\_

Mayor: \_\_\_\_\_

City Treasurer: \_\_\_\_\_

## Report Criteria:

Detail report.

Invoice detail records above \$0 included.

Paid and unpaid invoices included.

Vendor.Vendor Number = {&lt;&gt;} 2201



## Report Criteria:

License.Status = "Active"

Business.Orignation date = 05/13/2026-05/27/2026

| Business Name                      | DBA | Description            | Occupation                                                   |
|------------------------------------|-----|------------------------|--------------------------------------------------------------|
| Hammack Brothers Construction LLC  |     | Contractor             | General construction and small commercial-Contr #0080505     |
| Summit Range Consulting Group LLC  |     | Business Specific Prof | HR, Payroll & Bookkeeping Consulting Service                 |
| Clean Slate Co.                    |     | Cleaning Services      | Residential and business cleaning/janitorial services        |
| Coastal Aire & Sheet Metal, Inc.   |     | Contractor             | Install, service & repair HVAC equipment - Contractor 34523A |
| MCA Mechanical, Inc.               |     | Contractor             | Commercial HVAC - Contractor 73895                           |
| East Walker River Plumbing         |     | Contractor             | Plumbing repairs, remodeling, construction plumbing - 83988  |
| Metro Awnings & Iron Inc           |     | Contractor             | Commerical & residential hanging canopy rods - 67178         |
| JSE Mobile Services                |     | Mobile Vendor          | Mobile automotive mechanic                                   |
| Creative Gifts and Treasurers, LLC |     | Wholesale and/or Reta  | Name signs, wood designs, gifts and treasures                |
| Grand Totals:                      |     |                        |                                                              |
|                                    |     | 9                      |                                                              |

## Report Criteria:

License.Status = "Active"

Business.Orignation date = 05/13/2026-05/27/2026



# CITY OF FERNLEY

## City Council AGENDA REPORT

**Meeting Date: June 3, 2026**

**REPORT TO:** Mayor and City Council

**REPORT FROM:** Aaron Smith

**FINANCIAL IMPACT:**

Yes:X

No:

**CURRENTLY BUDGETED:**

Yes:X

No:

**FUND/ACCOUNT:**

CIP

**ACTION REQUESTED:** Consent

**AGENDA ITEM:**

Discussion and possible approval of Professional Services Contract with Verus AEC for SCADA design and programming services. This project will provide a SCADA design, Bidding Services, Construction Management, Inspections and programming with commissioning services for the Wastewater Collections System, for the total cost of \$369,722.00.

**AGENDA ITEM BRIEF:**

This contract will provide the Wastewater collections system pump stations, Wastewater Treatment Plant, and North East Water Tank repeater station, a SCADA control panel design, plan and specification set along with Bidding Services, Construction Management, Inspection, Programming and Commissioning. The total cost of this project will be \$369,722.00.

**RECOMMENDED MOTION:**

I move to Approve a Professional Services Contract with Verus AEC for SCADA design and programming services. This project will provide a SCADA design, Bidding Services, Construction Management, Inspections and programming with commissioning services for the Wastewater Collections System, for the total cost of \$369,722.00.

**BUSINESS IMPACT (per NRS Chapter 237):**

N/A

See attached report for background, analysis, alternatives.

**ALTERNATIVES:**

Not approve and obtain emergency repair services at each lift station control panel, when failure occurs. This would result in a higher cost.

**BACKGROUND:**

The Sewer Collection System control panels have electrical equipment that is antiquated and no longer supported; no replacement parts are available. Some control panels have been in operation for over a decade and may fail at any moment.

**RELEVANT LAWS, STATUTES, AND REGULATIONS:**

NRS 338

**FINANCIAL IMPLICATIONS:**

The cost of replacing each panel individually would be higher than doing one larger project.

**ATTACHMENTS:**

1. Verus Contract

# CONTRACT

## A Contract for Professional Services

THIS CONTRACT is made and entered into this \_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_, by and between the CITY OF FERNLEY, a municipal corporation within the State of Nevada whose address is 595 Silver Lace Blvd, Fernley, Nevada 89408 (the "City"), and \_\_\_\_ Verus Associates Nevada LLC \_\_, a \_\_ Contractor \_\_, whose address is: \_\_\_\_ 525 East Glendale Ave. Sparks, NV 89431 \_\_\_\_ ("Contractor").

WHEREAS, Nevada Revised Statutes ("NRS") Chapter 266 authorizes the City to engage the services of independent contractors; and

WHEREAS, the services of Contractor are deemed to be both necessary and in the best interests of the City; and

WHEREAS, the City desires to retain the services of Contractor on the terms and conditions set forth in this Contract;

NOW, THEREFORE, in consideration of the aforesaid premises, the parties mutually agree as follows:

1. **CONTRACT TERM:** This Contract shall be effective from the day it is approved by the City Council (which date shall be inserted into the introductory paragraph of this Contract) and, subject to appropriation, shall remain in full force and effect until the services are completed unless terminated earlier pursuant to Section 6.

### 2. **CONTRACTOR'S SERVICES:**

#### a. **Description of Services.**

##### i. **Attachments:**

1. **Attachment A.** Scope of Work. Contractor hereby agrees to provide the services set forth in the Scope of Work attached hereto as Attachment A and incorporated herein by this reference.

ii. **Standard Of Care.** Notwithstanding anything to the contrary in this agreement or in any other contract document relating to the project, in performing its work under this agreement Contractor shall perform its services to the standard of care of a reasonable professional that is performing the same or similar work, at the same time and locality and under the same or similar conditions faced by Contractor Cooperation with City. Contractor agrees that its officers, associates,

\_\_\_\_ Contractor's Initial

\_\_\_\_ CoF Representative

# CONTRACT

## A Contract for Professional Services

employees and subcontractors will cooperate with the City in providing the services under this Contract and will be, with advance notice, available for consultation with the City at such reasonable times as to not conflict with the City's other responsibilities.

- iii. **General Warranty.** Contractor warrants that all services, deliverables, and/or work product under this Contract shall be completed in a workmanlike manner consistent with standards in the trade, profession, or industry; shall conform to or exceed the specifications set forth in the incorporated attachments; and shall be fit for ordinary use, of good quality, with no material defects.

### 3. REQUIRED APPROVALCOMPENSATION AND TERMS OF PAYMENT:

- a. **Compensation.** The City agrees to pay Contractor for the services set forth in the Scope of Work either a lump sum fee or an hourly fee based on the Fee Schedule attached hereto as Attachment A and incorporated herein by this reference.
- b. **Reimbursable Expenses.** Contractor agrees that all of its direct and indirect expenses are included in the lump sum or hourly fee set forth in the Fee Schedule, unless the Fee Schedule specifically provides otherwise.
- c. **Payment Invoicing.** Contractor shall submit an invoice for payment for the services provided by Contractor based on the manner or method of payment set forth in Attachment A (Scope of Work) and Attachment B (Fee Schedule).
- d. **Timeliness of Billing.** Contractor acknowledges and agrees that timeliness of billing is of the essence to this Contract and recognizes that the City is on a fiscal year ending on June 30. All invoices for services rendered prior to July 1 must be submitted to the City no later than 30 days after the end of the fiscal year.

- 4. **NOTICE:** All notices or other communications required or permitted to be given hereunder shall be deemed delivered: (i) when written notice is received by the party to whom it is directed, if delivered personally, or by email; or (ii) three (3) days after deposit with the United States Post Office, if mailed by certified mail, return receipt requested, postage prepaid and addressed to the party to be notified. Notices shall be addressed as follows:

If to the City:                      City Manager  
                                                 City of Fernley  
                                                 595 Silverlace Blvd.  
                                                 Fernley, NV 89408

# CONTRACT

## A Contract for Professional Services

If to Contractor: Verus Associates Nevada LLC  
525 East Glendale Ave.  
Sparks, NV 89431

### 5. INSPECTION & AUDIT:

- a. **Books and Records.** Contractor agrees to keep and maintain under general accepted accounting principles (GAAP) full, true and complete records, contracts, books, and documents as are necessary to fully disclose to the City, the State of Nevada or the United States Government, or their authorized representatives, upon audits or reviews, sufficient information to determine compliance with all state and federal regulations and statutes.
- b. **Inspection & Audit.** Contractor agrees that the relevant books, records (written, electronic, computer related or otherwise), including, without limitation, relevant accounting procedures and practices of Contractor or its subcontractors, financial statements and supporting documentation, and documentation related to the performance of this Contract shall be subject, at any reasonable time, to inspection, examination, review, audit, and copying at any office or location of Contractor where such records may be found, with or without notice by the City, and with regard to any federal funding, the relevant federal agency, the Comptroller General, the General Accounting Office, the Office of the Inspector General, or any of their authorized representatives. All subcontracts shall reflect the requirements of this paragraph.
- c. **Period of Retention.** All books, records, reports, and statements relevant to this Contract must be retained a minimum three years and for five years if any federal funds are used under this Contract. The retention period runs from the date of payment for the relevant services by the City, or from the date of termination of this Contract, whichever is later. Retention time shall be extended when an audit is scheduled or in progress for a period reasonably necessary to complete an audit and/or to complete any administrative and judicial litigation which may ensue.

### 6. TERMINATION OR SUSPENSION:

- a. **Suspension.** The City may suspend, without cause, the performance by Contractor under this Contract for such period of time as the City, in its sole discretion, may prescribe by providing written notice to Contractor. The suspension shall be effective as of the date set forth in the written notice.

# CONTRACT

## A Contract for Professional Services

With such suspension, the City agrees to pay Contractor the amount of compensation earned as of the effective date of the suspension.

- b. **Termination Without Cause.** The City reserves the right to terminate this Contract without cause or default on the part of Contractor with ten (10) days' prior written notice to Contractor. In the event of termination, without cause or default, the City agrees to pay Contractor for the services performed before the date that notice of termination is received by Contractor.
- c. **Termination for Non-Appropriation.** Contractor acknowledges that the City is a governmental entity and the Contract's validity is based upon the availability of public funding under its authority. The City reserves the right to reduce estimated or actual quantities, in whatever amount necessary, without prejudice or liability to the City, if funding is not available or if legal restrictions are placed upon the expenditure of monies for the services required under this Contract. In addition, without prejudice or liability to the City, if funding is not appropriated or otherwise made available to support the continuation of this Contract in any fiscal year succeeding the first fiscal year, this Contract will be deemed to have been terminated automatically when appropriated funds expire and are not available.
- d. **Default or Breach.** A default or breach (an "Event of Default") may be declared with or without termination. Each of the following shall constitute an Event of Default:
  - i. If Contractor fails, in the judgment of the City, to provide or satisfactorily perform any of the conditions, work, deliverables, goods, or services called for by this Contract, and such failure continues for more than fifteen (15) days after written notice is delivered to Contractor provided that if the nature of such breach is such that although curable, the breach cannot reasonably be cured within a fifteen (15) day period, an Event of Default shall not exist if Contractor shall commence to cure such breach and thereafter rectifies and cures such breach with due diligence, but in no event later than sixty (60) days after the written notice;
  - ii. If any state, county, city or federal license, authorization, waiver, permit, qualification or certification required by statute, ordinance, law, or regulation to be held by Contractor to provide the goods or services required by this Contract is for any reason denied, revoked, debarred, excluded, terminated, suspended, lapsed, or not renewed; or
  - iii. If Contractor: (i) becomes insolvent, subject to receivership, or voluntarily or involuntarily subject to the jurisdiction of the bankruptcy

# CONTRACT

## A Contract for Professional Services

court; (ii) makes a general assignment for the benefit of creditors; (iii) admits in writing to the inability to pay its debts as they become due; or (iv) takes any action for the purpose of effecting any of the foregoing.

- e. **For Cause Termination and Time to Correct. For Cause Termination and Time to Correct.** This Contract may be terminated by the non-defaulting party upon a declared default or breach only after service of formal written notice as specified in paragraph (4), and the subsequent failure of the defaulting party within a reasonable time of receipt of that notice to provide evidence, satisfactory to the non-defaulting party, showing that the declared default or breach has been corrected or is being corrected as expeditiously as is prudent and practicable.
- f. **Winding Up Affairs upon Termination.** If this Contract is terminated for any reason, the parties agree that the provisions of this paragraph survive termination:
- i. The parties shall account for and properly present to each other all claims for fees and expenses and pay those which are undisputed and otherwise not subject to set off under this Contract. Neither party may withhold performance of winding up provisions solely based on nonpayment of fees or expenses accrued up to the time of termination.
  - ii. Contractor shall satisfactorily complete work in progress at the agreed rate (or a pro rata basis if necessary) if requested by the City.
  - iii. Contractor shall execute any documents and take any actions necessary to effectuate an assignment of this Contract if requested by the City; and
  - iv. Contractor shall preserve, protect, and promptly deliver possession to the City of all proprietary information in accordance with Section 18.
  - v. If dispute(s) arise during the winding up of affairs upon termination, the parties agree to meet and negotiate in good faith to resolve any such disputes(s).

7. **REMEDIES:** Except as otherwise provided for by law or this Contract, the rights and remedies of the parties shall not be exclusive and are in addition to any other rights and remedies provided by law or equity, including, without limitation, actual damages exclusive of lost profits.



# CONTRACT

## A Contract for Professional Services

8. **ATTORNEYS' FEES, COSTS, AND EXPENSES:** Unless otherwise stated herein, the parties will bear their own attorneys' fees, costs, and expenses in connection with the negotiation, execution, and performance of this Contract.
9. **LIMITED LIABILITY:** Contract liability of both parties shall not be subject to punitive damages. Liquidated damages shall not apply unless otherwise specified in the Attachments. Damages for any default or breach by the City shall never exceed the amount of funds appropriated for payment under this Contract, but not yet paid to Contractor, for the fiscal year budget in existence at the time of the default or breach.
10. **FORCE MAJEURE:** Neither party shall be deemed to be in violation of this Contract if it is prevented from performing any of its obligations hereunder due to strikes, failure of public transportation, civil or military authority, act of public enemy, accidents, fires, explosions, or acts of God, including, without limitation, earthquakes, floods, winds, or storms. In such an event the intervening cause must not be through the fault of the party asserting such an excuse, and the excused party is obligated to promptly perform in accordance with the terms of this Contract after the intervening cause ceases.
11. **INDEMNIFICATION:** Contractor shall indemnify, defend, and hold harmless the City, its elected officials, officers, employees, agents, and consultants (collectively, the "City party") from and against any and all claims, liabilities, damages, losses, suits, actions, decrees, arbitration awards, judgments, and any other costs or expenses, including reasonable attorney fees (collectively, "Liabilities"), which may be recovered from or sought against the City party as a result of, by reason of, or as a consequence of: (i) any act or omission, negligent or otherwise, on the part of Contractor, its officers, employees, independent contractors, sub-contractors, vendors, suppliers, consultants, or agents; or (ii) any default in the performance of any obligation of Contractor to be performed under the terms of this Contract, regardless of whether such default is an Event of Default hereunder. In no event shall the language of this Section constitute or be construed as a waiver or limitation of the City's rights or defenses with regard to sovereign immunity, governmental immunity, or other official immunities and protections provided by the Federal and State constitutions or by law. It is expressly agreed that Contractor shall defend the City party at Contractor's expense, by legal counsel reasonably satisfactory to the City, against the Liabilities and in the event that Contractor fails to do so, the City shall have the right, but not the obligation, to defend the same and to charge all direct and incidental costs, including attorney's fees and court costs, to Contractor. Contractor's indemnity obligations herein are not intended to nor shall they relieve any insurance carrier of its obligations under policies required to be carried by Contractor pursuant to the provisions of this Contract. Contractor's obligations under this Section 11 shall survive any termination of this Contract.
12. **INDEPENDENT CONTRACTOR:** Contractor is associated with the City only for the purposes and to the extent specified in this Contract, and in respect to performance

# CONTRACT

## A Contract for Professional Services

of the contracted services pursuant to this Contract, Contractor is and shall be an independent contractor and, subject only to the terms of this Contract, shall have the sole right to supervise, manage, operate, control, and direct performance of the details incident to its duties under this Contract. Nothing contained in this Contract shall be deemed or construed to create a partnership or joint venture, to create relationships of an employer-employee or principal-agent, or to otherwise create any liability for the City whatsoever with respect to the indebtedness, liabilities, and obligations of Contractor or any other party. Contractor shall be solely responsible for, and the City shall have no obligation with respect to: (1) withholding of income taxes, FICA or any other taxes or fees; (2) industrial insurance coverage; (3) participation in any group insurance plans available to employees of the City; (4) participation or contributions by either Contractor or the Public Employees Retirement System; (5) accumulation of vacation leave or sick leave; or (6) unemployment compensation coverage provided by the City. Contractor shall indemnify and hold the City harmless from, and defend the City against, any and all losses, damages, claims, costs, penalties, liabilities, and expenses arising or incurred because of, incident to, or otherwise with respect to any such taxes or fees. Neither Contractor nor its employees, agents, or representatives shall be considered employees, agents, or representatives of the City.

- 13. INSURANCE:** Unless expressly waived in writing by the City, Contractor shall, at Contractor's sole expense, procure, maintain and keep in force during the entire term of this Contract those policies of insurance which have been agreed to by the parties as evidenced by the parties initials in the signature spaces provided below. The City shall have no liability except as specifically provided in this Contract. Contractor shall not commence work before Contractor has provided the required evidence of insurance to the City. Any insurance or self-insurance available to the City shall be in excess of, and non-contributing with, any insurance required from Contractor. Contractor's insurance policies shall apply on a primary basis. Until such time as the insurance is no longer required by the City, Contractor shall provide the City with renewal or replacement evidence of insurance no less than thirty (30) days before the expiration or replacement of the required insurance. If at any time during the period when insurance is required by this Contract, an insurer or surety shall fail to comply with the requirements of this Contract, as soon as Contractor has knowledge of any such failure, Contractor shall immediately notify the City and immediately replace such insurance or bond with an insurer meeting the requirements.

COF

CTR

- a. **Workers' Compensation and Employer's Liability Insurance.** Industrial insurance protecting Contractor and the City from potential employee claims based upon job-related sickness, injury, or accident, during the performance of this Contract. Contractor shall provide a work certificate issued by a qualified insurer in accordance with NRS 616B.627. Prior to commencing any work, Contractor shall complete and provide the following written request to a qualified insurer:

\_\_\_\_ Contractor's Initial

\_\_\_\_ CoF Representative

# CONTRACT

## A Contract for Professional Services

CONTACTOR NAME has entered into a contract with Owner to perform work from THE \_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_ to THE \_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_ and requests that an industrial insurance provider qualified and licensed to offer such insurance within the State of Nevada, provide to The City of Fernley, Nevada 1) a certificate of coverage issued pursuant to NRS 616B.627 and 2) notice of any lapse in coverage or nonpayment of coverage that Contractor is required to maintain. The certificate and notice should be mailed to:

City of Fernley  
595 Silver Lace Blvd  
Fernley, NV 89408

Contractor may, in lieu of furnishing a certificate of an insurer, provide an affidavit indicating that Contractor is a sole proprietor and that: (1) In accordance with the provisions of NRS 616B.659, Contractor has not elected to be included within the terms, conditions, and provisions of NRS chapters 616A to 616D, inclusive; and (2) Contractor is otherwise in compliance with those terms, conditions and provisions.

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b. **Professional Liability Insurance.**

- i. Minimum Coverage Limit required (not deductible amount): \$1,000,000 Each Claim, \$2,000,000 Aggregate.
- ii. Retroactive date: Prior to commencement of the performance of this Contract
- iii. Discovery period: Three (3) years after the termination date of this Contract.

c. **General Requirements.**

- i. Additional Insured: By endorsement to the general liability insurance policy evidenced by Contractor, ***the City of Fernley, its officers, employees, and immune contractors*** shall be named as additional insureds for all liability arising from this Contract.
- ii. Waiver of Subrogation: Each insurance policy shall provide for a waiver of subrogation in favor of the City.

\_\_\_\_ Contractor's Initial

\_\_\_\_ CoF Representative

# CONTRACT

## A Contract for Professional Services

- iii. Cross-Liability: All required liability policies shall provide cross-liability coverage as would be achieved under the standard ISO separation of insureds clause.
  - iv. Deductibles and Self-Insured Retentions: Insurance maintained by Contractor shall apply on a first dollar basis without application of a deductible or self-insured retention unless otherwise specifically agreed to by the City. Such approval shall not relieve Contractor from the obligation to pay any deductible or self-insured retention. Any deductible or self-insured retention shall not exceed \$5,000 per occurrence, unless otherwise approved by the City.
  - v. Policy Cancellation: Except for ten days' notice for non-payment of premium, each insurance policy shall be endorsed to state that; without thirty (30) days prior written notice to the City, the policy shall not be canceled, non-renewed or coverage and/or limits reduced or materially altered, and shall provide that notices required by this paragraph shall be sent by certified mail to the address shown below.
  - vi. Approved Insurer: Each insurance policy shall be issued by insurance companies: (a) authorized to do business in the State of Nevada or eligible surplus lines insurers acceptable to the City and having agents in the State of Nevada upon whom service of process may be made; and (b) currently rated by A.M. Best as "A-VII" or better.
- d. **Evidence of Insurance.** Prior to the start of any work, Contractor must provide the following documents to the City:
- i. Certificate of Insurance: The Acord 25 Certificate of Insurance form or a form substantially similar must be submitted to the City to evidence the insurance policies and coverages required of Contractor.
  - ii. Additional Insured Endorsement: An Additional Insured Endorsement (CG20 10 or C20 26), signed by an authorized insurance company representative, **must** be submitted to the City to evidence the endorsement of the City as an additional insured per General Requirements, Subsection 1) above.
  - iii. Schedule of Underlying Insurance Policies: If an Umbrella or Excess insurance policy is evidenced to comply with minimum limits, a copy of the underlying schedule from the Umbrella or Excess insurance policy may be required.
  - iv. Review and Approval: Documents specified above must be submitted for review and approval by the City prior to the commencement of work by Contractor. Neither approval by the City nor failure to disapprove the

# CONTRACT

## A Contract for Professional Services

insurance furnished by Contractor shall relieve Contractor of Contractor's full responsibility to provide the insurance required by this Contract. Compliance with the insurance requirements of this Contract shall not limit the liability of Contractor or its sub-contractors, employees or agents to the City or others, and shall be in addition to and not in lieu of any other remedy available to the City under this Contract or otherwise. The City reserves the right to request and review a copy of any required insurance policy or endorsement to assure compliance with these requirements. Contractor will mail all required insurance documents to the City at the address identified in section 4 of this Contract.

- e. **Failure to Maintain Required Coverages.** If Contractor fails to carry the required insurance, the City may: (i) order Contractor to stop further performance of the Contract, and declare contractor in breach, terminate the Contract if such breach is not remedied; or (ii) purchase replacement insurance and withhold the costs or premium payments made from the payments due to Contractor or charge the replacement insurance costs back to Contractor.

- 14. **COMPLIANCE WITH LEGAL OBLIGATIONS:** Contractor shall procure and maintain for the duration of this Contract any state, county, city or federal license, authorization, waiver, permit, qualification or certification required by statute, ordinance, law, or regulation to be held by Contractor to provide the goods or services required by this Contract. Contractor will be responsible to pay all taxes, assessments, fees, premiums, permits, and licenses required by law. Real property and personal property taxes are the responsibility of Contractor in accordance with NRS 361.157 and 361.159. Contractor agrees to be responsible for payment of any such government obligations not paid by its subcontractors during performance of this Contract.
- 15. **WAIVER OF BREACH:** Failure to declare a breach or the actual waiver of any particular breach of this Contract or its material or nonmaterial terms by either party shall not operate as a waiver by such party of any of its rights or remedies as to any other default or breach.
- 16. **SEVERABILITY:** If any portion, provision, or part of this Contract is held, determined, or adjudicated by any court of competent jurisdiction to be invalid, unenforceable, or void for any reason whatsoever, each such portion, provision, or part shall be severed from the remaining portions, provisions, or parts of this Contract, and such determination or adjudication shall not affect the validity or enforceability of such remaining portions, provisions, or parts.
- 17. **ASSIGNMENT/DELEGATION:** To the extent that any assignment of any right under this Contract changes the duty of either party, increases the burden or risk involved, impairs the chances of obtaining the performance of this Contract, attempts to

# CONTRACT

## A Contract for Professional Services

operate as a novation, or includes a waiver or abrogation of any defense to payment by the City, such offending portion of the assignment shall be void, and shall be a breach of this Contract. Contractor shall neither assign, transfer nor delegate any rights, obligations, or duties under this Contract without the prior written consent of the City.

- 18. PROPRIETARY INFORMATION:** Any reports, histories, studies, tests, manuals, instructions, photographs, negatives, blue prints, plans, maps, data, system designs, computer code (which is intended to be consideration under this Contract), or any other documents or drawings, prepared or in the course of preparation by Contractor (or its subcontractors) in performance of its obligations under this Contract shall be the exclusive property of the City and all such materials shall be delivered into the possession of the City by Contractor upon completion, termination, or cancellation of this Contract. Contractor shall not use, willingly allow, or cause to have such materials used for any purpose other than performance of Contractor's obligations under this Contract without the prior written consent of the City. Notwithstanding the foregoing, the City shall have no proprietary interest in any materials licensed for use by the City that are subject to patent, trademark, or copyright protection.
- 19. PUBLIC RECORDS:** Pursuant to NRS 239.010, information or documents received from Contractor may be open to public inspection and copying. The City will have the duty to disclose unless a particular record is made confidential by law or a common law balancing of interests. Contractor may label specific parts of an individual document as a "trade secret" or "confidential," provided that Contractor thereby agrees to indemnify and defend the City for honoring such a designation. The failure to so label any document that is released by the City shall constitute a complete waiver of any and all claims for damages caused by any release of the records.
- 20. FEDERAL FUNDING:** In the event federal funds are used for payment of all or part of this Contract:
- a. Contractor certifies, by signing this Contract, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency. This certification is made pursuant to the regulations implementing Executive Order 12549, Debarment and Suspension, 28 C.F.R. pt. 67, § 67.510, as published as pt. VII of the May 26, 1988, Federal Register (pp. 19160-19211), and any relevant program-specific regulations. This provision shall be required of every subcontractor receiving any payment in whole or in part from federal funds.
  - b. Contractor and its subcontractors shall comply with all terms, conditions, and requirements of the Americans with Disabilities Act of 1990 (P.L. 101-136), 42

# CONTRACT

## A Contract for Professional Services

U.S.C. 12101, as amended, and regulations adopted thereunder contained in 28 C.F.R. 26.101-36.999, inclusive, and any relevant program-specific regulations.

- c. Contractor and its subcontractors shall comply with the requirements of the Civil Rights Act of 1964, as amended, the Rehabilitation Act of 1973, P.L. 93-112, as amended, and any relevant program-specific regulations, and shall not discriminate against any employee or offeror for employment because of race, national origin, creed, color, sex, religion, age, disability or handicap condition (including AIDS and AIDS-related conditions.)
- 21. LOBBYING:** The parties agree, whether expressly prohibited by federal, state or local law, or otherwise, that no funding associated with this Contract will be used for any purpose associated with or related to lobbying or influencing or attempting to lobby or influence any of the following: (a) any federal, state, county or local agency, legislature, commission, council or board; (b) any federal, state, county or local legislator, commission member, council member, board member, or other elected official; or (c) any officer or employee of any federal, state, county or local agency; legislature, commission, council or board.
- 22. CERTIFICATION REQUIRED BY NEVADA SENATE BILL 26 (2017):** By signing this Agreement, the CONSULTANT provides a written certification, as a material part of this Agreement, that the CONSULTANT is not currently engaged in, and during the Term shall not engage in, a boycott of Israel. The term "boycott of Israel" has the meaning ascribed to that term in Section 3 of Nevada Senate Bill 26 (2017). The CONSULTANT shall be responsible for fines, penalties, and repayment of any State of Nevada or federal funds that may arise (including those that the CITY pays, becomes liable to pay, or becomes liable to repay) as a direct result of the CONSULTANT's non-compliance with this Section. If, at any time during the formation or duration of this Agreement, CONSUTLANT is engaged or engages in a boycott of Israel, it will constitute a material breach of this Agreement.
- 23. PROPER AUTHORITY:** Contractor represents and warrants Contractor has full power and authority to enter into this Contract. Any services performed by Contractor before this Contract is effective or after it ceases to be effective are performed at the sole risk of Contractor.
- 24. GOVERNING LAW; VENUE:** This Contract will be interpreted, and the rights and liabilities of the parties determined, in accordance with the laws of the State of Nevada, excluding its conflict of laws rules. In any action or proceeding arising under this Contract, each party (a) consents to the jurisdiction of Nevada Courts, and of the pertinent appellate courts, and consents to the venue of such action or proceeding in Lyon County, Nevada courts, (b) irrevocably agrees that all actions or proceedings arising out of or relating to this Contract shall be litigated in such courts, and (c) consents to personal jurisdiction within Lyon County, Nevada. Each party accepts for itself, generally and unconditionally, the exclusive jurisdiction and venue of the aforesaid courts and waives any defense of lack of personal jurisdiction, improper

# CONTRACT

## A Contract for Professional Services

venue, inconvenient forum or any similar defense, and irrevocably agrees to be bound by any non-appealable judgment rendered thereby in connection with this Contract.

- 25. INTEGRATED CONTRACT:** This Contract (including any addenda, exhibits, or attachments incorporated into and made a part of this contract) constitutes the entire agreement and understanding among the parties regarding the matters set forth herein and supersedes all previous negotiations, discussions, and understandings regarding such matters. The parties acknowledge and represent that they have not relied on any promise, inducement, representation, or other statement made in connection with this Contract that is not expressly contained herein. The terms of this Contract are contractual and not a mere recital.
- 26. COUNTERPARTS:** This Contract may be executed in multiple counterparts, each of which shall be deemed an original, and all of such counterparts together shall constitute one and the same instrument.
- 27. ADVICE OF COUNSEL:** Each party hereto represents and agrees that it has had the opportunity to seek and has sought from attorneys any such advice as it deems appropriate with respect to signing this Contract or the meaning of it. Each party has undertaken such independent investigation and evaluation as it deems appropriate and is entering into this Contract in reliance on that and not in reliance on any advice, disclosure, representation or information provided by or expected from any other party or such party's attorneys. This is an agreement of settlement and compromise, made in recognition that the parties may have different, disputed or incorrect understandings, information and contentions, as to facts and law, and with each party compromising and settling any potential correctness or incorrectness of its understandings, information and contentions as to the facts, law, claims, duties, disclosures and conduct occurring before or during the entry into this Contract. No conduct, failure, misunderstanding or misinformation and no claim of fraud or fraudulent inducement occurring prior to or in connection with the execution hereof shall be a ground for rescission hereof or for recovery of damages, except as otherwise expressly provided herein.
- 28. MODIFICATION; NO WAIVER:** The provisions of this Contract, including this paragraph, may be modified or waived only in writing signed by both parties. No waiver with respect to any portion of this Contract shall apply to any other portion of the Contract, and a waiver on one occasion shall not be deemed to be a waiver of the same or any other breach on a future occasion. No course of dealing by any party, and no failure, omission, delay, or forbearance by any party in exercising such party's rights or remedies shall be deemed a waiver of any such rights or remedies or a modification of this Contract.
- 29. INTERPRETATION OF AGREEMENT:** This Contract shall be construed without regard to the party or parties responsible for its preparation and shall be deemed to have been prepared collectively by the parties. Any ambiguity or uncertainty arising



## CONTRACT

### A Contract for Professional Services

herein shall not be interpreted or construed against any party hereto on the basis that a party prepared or drafted a particular provision of this Contract.

30. **COOPERATION OF PARTIES:** The parties agree to cooperate to accomplish the purpose of this Contract and to execute any and all supplementary documents and to take all additional actions not inconsistent with the terms set forth in this Contract that are necessary and appropriate to give full force and effect to the terms and intent of this Contract.
31. **NON-DISCRIMINATION:** In connection with the performance of work under this Contract, Contractor agrees not to discriminate against any employee or applicant for employment because of race, creed, color, national origin, sex, sexual orientation, gender identity or expression, or age, including, without limitation, with regard to employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including, without limitation, apprenticeship. Contractor further agrees to insert this provision in all subcontracts hereunder, except subcontracts for standard commercial supplies or raw materials.

***REMAINDER OF PAGE INTENTIONALLY LEFT BLANK***

# CONTRACT

## A Contract for Professional Services

In witness whereof, the parties hereto have caused this Contract to be signed and intend to be legally bound thereby:

### CITY OF FERNLEY

\_\_\_\_\_  
Mayor, City of Fernley                      Date

\_\_\_\_\_  
City Clerk, City of Fernley                      Date

*Approved as to form:*

\_\_\_\_\_  
City Attorney, City of Fernley                      Date

*Originating Department:*

\_\_\_\_\_  
Department Head                      Date

# CONTRACT

## A Contract for Professional Services

CONTRACTOR, being first duly sworn, deposes and says: That CONTRACTOR. is the Contractor; that NAME OF PERSON REPRESENTING CONTRACTOR has read the foregoing Contract; and that he understands the terms, conditions, and requirements thereof.

CONTRACTOR

BY:

TITLE:

FIRM:

BUSINESS LICENSE #:

Address:

City: State: Zip Code:

Telephone: Fax #:

E-mail Address:

\_\_\_\_\_  
(Signature of Contractor)

DATE SIGNED this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

## Proposal

|                 |                                 |                    |                            |
|-----------------|---------------------------------|--------------------|----------------------------|
| <b>TO:</b>      | City of Fernley                 | <b>DATE:</b>       | May 13, 2026               |
| <b>ATTN:</b>    | Aaron Smith                     | <b>PROPOSAL #:</b> | PR-4043 Rev0               |
| <b>PHONE:</b>   | 775-784-9934                    | <b>FROM:</b>       | Don Mewes                  |
| <b>EMAIL:</b>   | <i>asmith@cityoffernley.org</i> | <b>EMAIL:</b>      | <i>dmewes@verusaec.com</i> |
| <b>PROJECT:</b> | WWTP SCADA Design Proposal      |                    |                            |

## Scope of Work

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The City of Fernley (City) is soliciting proposals from qualified consulting firms to provide professional SCADA engineering, integration, and construction support services for the City's Wastewater Treatment Plant (WWTP) Supervisory Control and Data Acquisition (SCADA) system. This RFQ focuses specifically on all wastewater-related SCADA components located inside and outside the WWTP, including remote lift stations, NE tank, and the WW treatment plant.

This project will establish consistent SCADA standards, address existing operational deficiencies, improve overall system reliability, and provide a clear implementation plan that defines how the City will deploy the SCADA system in the near term and will allow it to expand in the future without rework or major disruption.

## Basis of Work

The proposal is based on:

- WW Collections SCADA RFQ Final\_202603091656258470.pdf, Collections SCADA RFQ, Addendum Final.pdf, Pre-Bid Meeting on March 18, 2026

## Proposed Engineering Services

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The proposed services to complete the scope of work is as follows:

**1. Project Management:** This task includes overall project coordination, schedule management, progress reporting, and invoicing. The consultant shall organize and facilitate a project kick-off meeting to confirm project goals, roles, communication protocols, and coordination with City staff and stakeholders. Regular progress meetings (monthly or as needed) will be conducted to review project status, address issues, and ensure alignment with the City's objectives.

### Deliverables include:

- Kick-off meeting agenda and meeting minutes
- Agendas and minutes for progress meetings
- Monthly progress reports summarizing completed tasks, upcoming work, risks, and schedule status
- Monthly invoices clearly identifying work performed, consistent with City invoicing requirements

**2. Stakeholder Coordination and Agency Support:** This task involves coordinating with City Utilities, IT, operations personnel, and other relevant internal stakeholders to ensure SCADA system requirements

align with operational needs. The consultant may be asked to attend internal coordination meetings and provide technical input for City management or City Council updates as requested.

Deliverables may include:

- Meeting summaries and coordination notes
- Presentation materials or technical summaries as requested by the City

**3. Existing SCADA System Assessment and Inventory:** This task includes a comprehensive inventory and evaluation of all existing SCADA components located outside of the Wastewater Treatment Plant, including lift stations, pump stations, remote monitoring sites, and associated communications infrastructure. The consultant shall evaluate existing PLCs, RTUs, instrumentation, communications methods, power supply, alarm functionality, and system reliability.

The consultant shall document system deficiencies, compatibility issues, operational risks, and cybersecurity considerations.

Deliverables may include:

- A report to include the inventory of existing SCADA assets
- Assessment of current system performance and limitations
- Technical memorandum summarizing findings, risks, and gaps

**4. SCADA System Architecture and Standards Development:** This task includes the development of standardized SCADA architecture for off-plant wastewater facilities. The consultant shall define recommended hardware, software, communications methods, alarm standards, data management practices, cybersecurity requirements, and user access controls. The architecture shall be scalable and, where appropriate, compatible with the City's existing WWTP SCADA environment.

Deliverables may include:

- SCADA architecture drawings and diagrams
- Recommended standards and specifications
- Cybersecurity and access control framework

**5. Alternatives Development and Evaluation:** This task includes the development and evaluation of SCADA system alternatives to address identified deficiencies. Alternatives may include different communications strategies, hardware configurations, phasing approaches, and levels of redundancy. Each alternative shall be evaluated based on reliability, cost, scalability, cybersecurity, and operational impacts.

Deliverables may include:

- Alternatives analysis summary
- Conceptual system layouts and diagrams
- Preliminary cost estimates for each alternative
- Recommendation of a preferred alternative

**6. Implementation Plan and Phasing Strategy (as required):** This task includes the development of a phased implementation plan for the recommended SCADA improvements. The plan shall prioritize critical facilities, minimize operational disruptions, and allow for incremental system upgrades.

Deliverables may include:

- Phased implementation schedule

- Planning-level construction cost estimates
- Identification of short-term and long-term improvements

**7. Inspection, Testing, and System Acceptance Support:** The consultant shall provide construction observation or inspection support, as requested by the City, to verify SCADA installations comply with approved plans and specifications. The consultant shall support system testing, commissioning, alarm verification, and final acceptance.

**Deliverables may include:**

- Inspection or observation reports (if required)
- System testing and commissioning support documentation
- Final acceptance support

**8. Final Documentation, Training, and Reporting:** The consultant shall prepare final project documentation summarizing the SCADA system configuration, O&M needs, standards, implementation approach, and recommendations for future expansion. All deliverables shall undergo QA/QC review prior to final submission.

**Deliverables may include:**

- Final SCADA master plan and implementation documentation
- Record documentation as applicable
- Final project summary report
- Final Stamped Plans and Technical Specifications

**9. Bid and Procurement Support:** The consultant shall assist the City with the preparation of bid or procurement documents, including technical specifications, drawings, scope language, and evaluation criteria. The consultant shall provide support during the bidding process, respond to technical questions, and assist the City in evaluating and selecting the contractor or system integrator.

**Deliverables may include:**

- bid documents preparation and advertisement
- Responses to bidder questions
- Technical evaluation support and recommendation of award

**10. Construction Project Management Support:** This task includes construction-phase support services, including coordination with the selected contractor or system integrator, review of submittals, responses to RFIs, participation in progress meetings, schedule coordination, and support with change management as needed.

**Deliverables may include:**

- Submittal and RFI review comments
- Progress meeting participation and summaries
- Construction support documentation
- Construction sequencing, testing, commissioning, acceptance and closeout documentation

## Proposed Programming Services

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### 11. Programming

- PLC Programming, HMI Programming, Historian Configuration, Trending / Reporting, Alarming, OIT Programming

### 12. Factory Testing

- Setup a test network to verify communications with equipment (Control hardware and server), test the operations of the applications per the test plan and control philosophy, verify computer sheet data, verify alarming and event data, Setup and test control system

### 13. Commissioning

- Test each process area per Loop descriptions / Cause and Effect, test interlocks and permissives, System Site Integration Test, Record testing results, Resolve any deviations, if necessary
- Test system functionality with qualified staff for facility sign off and final confirmation of functionality.

## Programming Deliverables

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- Program backups for the HMI and PLC, Control Programming Manual, Database and application backups

## Conditions/Exclusions

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1. Additional support by Verus outside the scope noted in this proposal is available on a time and material basis at Verus' standard hourly rates.
2. Bonding and permits are not included in this proposal.
3. Verus maintains professional liability insurance.
4. If liquidated damages are required for this project a 15% addition to the cost will be applied.
5. Process drawings provided by others.
6. This proposal is only for professional services to include engineering and programming.

## Client Responsibilities

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1. Escort Verus throughout Fernley Wastewater sites as required.
2. Testing with Verus with qualified personnel.
3. Assist with Control Philosophy development.
4. Supply current panel drawings and IO assignments
5. Witness testing and signoffs by qualified personnel.
6. Attend design and design review meetings.
7. Review submittals and respond accordingly.
8. Attend and participate in review meetings
9. Provide staff for commissioning support and acceptance sign off

## Schedule

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Schedule to be discussed at kickoff meeting.

## Fixed Fee Budgets

| Item                 | Description                                   | Qty | Amount    | Taxable | Basis     |
|----------------------|-----------------------------------------------|-----|-----------|---------|-----------|
| 1                    | Engineering Project Management                | 1   | \$7,225   | No      | Fixed Fee |
| 2                    | Engineering / Drawings                        | 1   | \$91,594  | No      | Fixed Fee |
| 3                    | Bid and Procurement Support                   | 1   | \$13,997  | No      | Fixed Fee |
| 4                    | Construction Project Management               | 1   | \$28,445  | No      | Fixed Fee |
| Engineering Subtotal |                                               |     | \$141,261 |         |           |
| 5                    | Programming PM                                | 1   | \$23,027  | No      | Fixed Fee |
| 6                    | Programming (RTU, OIT, HMI/SCADA) and Testing | 1   | \$148,335 | No      | Fixed Fee |
| 7                    | Commissioning                                 | 1   | \$57,099  | No      | Fixed Fee |
| Programming Subtotal |                                               |     | \$228,461 |         |           |
| Total Price          |                                               |     | \$369,722 |         |           |

## Commercial Basis

This proposal forms the sole basis for the work to be performed and supersedes all other proposals whether written or verbal.

|                       |                                                                                                                                                                                                                                                                                                                                                                                                              |
|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| TERMS AND CONDITIONS: | Available online at <a href="http://www.verusaec.com/terms">www.verusaec.com/terms</a>                                                                                                                                                                                                                                                                                                                       |
| START DATE:           | Work can be scheduled upon receipt of purchase order referencing the above terms                                                                                                                                                                                                                                                                                                                             |
| TAX BASIS:            | Tax is excluded from the total above and will be included in the milestone invoices                                                                                                                                                                                                                                                                                                                          |
| TERMS OF PAYMENT:     | Per Milestone Table - TBD, Net 15                                                                                                                                                                                                                                                                                                                                                                            |
| PROPOSAL VALID FOR:   | 30 Days                                                                                                                                                                                                                                                                                                                                                                                                      |
| PROPOSAL BUDGET:      | Fixed Fee                                                                                                                                                                                                                                                                                                                                                                                                    |
| CURRENCY:             | United States Dollars (USD)                                                                                                                                                                                                                                                                                                                                                                                  |
| FREIGHT BASIS:        | Not applicable at this time                                                                                                                                                                                                                                                                                                                                                                                  |
| TRAVEL BASIS:         | Travel time and expenses are included in this proposal. Any travel time resulting from out of scope work or unnecessary call out will be billed at standard rates (available upon request). Travel time begins at Verus office and ends upon arrival at client's locale (client facility, hotel, etc). Any additional travel expenses shall be itemized and billed to client at cost plus a 5% handling fee. |

## ACCEPTANCE OF PROPOSAL

The prices, specifications, and conditions shown in the above proposal are accepted. Verus is authorized to start and complete the work specified. Payments will be made as outlined. Work will be scheduled upon receipt and acceptance by Verus. Upon acceptance, this proposal becomes a contract.

Name

Signature

Date

PO Number





# CITY OF FERNLEY

## City Council AGENDA REPORT

**Meeting Date: June 3, 2026**

**REPORT TO:** Mayor and City Council

**REPORT FROM:** Brenda Gosser

**FINANCIAL IMPACT:**

Yes: X

No:

**CURRENTLY BUDGETED:**

Yes: X

No:

**FUND/ACCOUNT:**

510-395-910

**ACTION REQUESTED:** Consent

**AGENDA ITEM:**

Possible Action to Approve the Will-Serve Request from Stor-All - Onsite improvements for 0.78 ERC's of water for Lyon County Parcel 021-132-64 located at 715 Hwy 95A, Fernley, NV 89408.

**AGENDA ITEM BRIEF:**

1. Stor-All, LLC is seeking a will-serve for Onsite Improvements.
2. This project requires 0.78 ERC's for water.

**RECOMMENDED MOTION:**

"I move to approve the Will-Serve Request from Stor-All - Onsite improvements for 0.78 ERC's of water for Lyon County Parcel 021-132-64 located at 715 Hwy 95A, Fernley, NV 89408."

**BUSINESS IMPACT (per NRS Chapter 237):**

A Business Impact Statement is not required because this is not a rule (term excludes vehicles by which legislative powers are exercised under NRS Chapters 271, 278, 278A, or 278B).

**See attached report for background, analysis, alternatives.**

**ALTERNATIVES:**

N/A

**BACKGROUND:**

Stor-All, LLC is seeking a will-serve for 0.78 ERC's for water to accommodate the Onsite Improvements, Lyon County Parcel 021-132-64, located in Fernley, NV.

Water connection fees will be paid at the time of building permit issuance at the rate of \$7,879 per ERC unit for Water Service Connection

The water needed for this project has been previously dedicated under a prior banking agreement.

City staff has determined that the City has adequate water and sewer resources to support the requested will-serve commitment.

**RELEVANT LAWS, STATUTES, AND REGULATIONS:**

FMC 32.09.035

**FINANCIAL IMPLICATIONS:**

**ATTACHMENTS:**

1. Stor-All\_Onsite Improvements Will-Serve request

**CITY OF FERNLEY**  
**PUBLIC WORKS DEPARTMENT**  
**REQUEST FOR WILL-SERVE (S)**

Project Name: Stor-All - Onsite Improvements

Project Location: 715 Hwy 95A, Fernley, NV 89408

Lyon County Parcel Number: 021-132-64

Number of Services (ERC's) Requested 0.78 Water ERC N/A Sewer ERC

Name to appear on Will-Serve:

Stor-All, LLC

|                                 |                                              |
|---------------------------------|----------------------------------------------|
| Point of Contact Name           | <u>TODD WHEAR</u>                            |
| Physical Address of Contact     | <u>1456 D INDUSTRIAL WAY</u>                 |
| Mailing Address of Contact      | <u>GARONERVILLE, NV 89410</u>                |
| Phone Number & Email of Contact | <u>779) 901-1738</u> <u>TODD@STORALL.BIZ</u> |

Brief Description of Project:

Site landscaping improvements for the Stor-All development located at 715 Hwy 95A.  
(Total 0.87 ac-ft)

Do you have water rights banked with the City? (check one) yes ☒ no ☐

If yes, what is the name on the banking agreement and amount of water right?

STOR-ALL, LLC - 17.14 ACRE/FEET

Will this water be used for this will serve? (check one) yes ☒ no ☐

If you answered no to any of the above, please complete a water rights application with the City of Fernley.

4/1/26 Date Todd Whear Signature of Applicant

For Official Use Only:

Water Rights Required: \_\_\_\_\_ acre/feet dedicated Water Connection Fee: \$ \_\_\_\_\_

Sewer Connection Fee: \$ \_\_\_\_\_

In lieu of fees: \$ \_\_\_\_\_



# CITY OF FERNLEY

## City Council AGENDA REPORT

**Meeting Date: June 3, 2026**

**REPORT TO:** Mayor and City Council

**REPORT FROM:** Aaron Smith

**FINANCIAL IMPACT:**

Yes:X

No:

**CURRENTLY BUDGETED:**

Yes:X

No:

**FUND/ACCOUNT:**

510-840-430

**ACTION REQUESTED:** Consent

**AGENDA ITEM:**

Discussion and possible action to approve a contract with Artistic Fence Co., Inc. for the Water Treatment Plant Main Gate Repair and Improvements. This project will repair the WTP main gates, provide new gate operators and improve the design of the gate to minimize future issues. The cost will be \$44,984.00

**AGENDA ITEM BRIEF:**

This project will rehabilitate and improve the facility main gate. The gate has been in continuous operation since 2009 and is in need of repair and modernization. The gate operators are antiquated and will be replaced. The gate mechanical and metal fabrication will be improved as well.

**RECOMMENDED MOTION:**

Approval

**BUSINESS IMPACT (per NRS Chapter 237):**

No business impact is required

**See attached report for background, analysis, alternatives.**

**ALTERNATIVES:**

Deny approval and the gate may need emergency repair.

**BACKGROUND:**

The main gates have been in operation since 2009. They are a large steel, cantilever type of gate that hovers above the ground. Over the years the wind has stressed the gate operations by moving them around and even bending them. The gates are in need of repair and improvements.

**RELEVANT LAWS, STATUTES, AND REGULATIONS:**

**FINANCIAL IMPLICATIONS:**

If the gates are not repaired in a timely manner then the gates could become inoperable and need emergency repair which will greatly increase the price.

**ATTACHMENTS:**

1. Artistic Fence Long Form

# CONTRACT

## A Contract for Professional Services

THIS CONTRACT is made and entered into this \_\_3rd\_\_ day of \_June\_\_\_\_\_,  
\_\_2026\_\_\_\_, by and between the CITY OF FERNLEY, a municipal corporation within the  
State of Nevada whose address is 595 Silver Lace Blvd, Fernley, Nevada 89408 (the "City"),  
and \_\_Artistic Fence Co., Inc.\_\_\_\_, a \_\_Contractor\_\_\_\_, whose address is:  
\_\_480 Morril Ave. Reno, NV 890512\_\_\_\_("Contractor").

WHEREAS, Nevada Revised Statutes ("NRS") Chapter 266 authorizes the City to  
engage the services of independent contractors; and

WHEREAS, the services of Contractor are deemed to be both necessary and in  
the best interests of the City; and

WHEREAS, the City desires to retain the services of Contractor on the terms and  
conditions set forth in this Contract;

NOW, THEREFORE, in consideration of the aforesaid premises, the parties  
mutually agree as follows:

1. **CONTRACT TERM:** This Contract shall be effective from the day it is approved by the  
City Council (which date shall be inserted into the introductory paragraph of this  
Contract) and, subject to appropriation, shall remain in full force and effect until the  
services are completed unless terminated earlier pursuant to Section 6.

### 2. **CONTRACTOR'S SERVICES:**

#### a. **Description of Services.**

##### i. **Attachments:**

1. **Attachment A.** Scope of Work. Contractor hereby agrees to  
provide the services set forth in the Scope of Work attached  
hereto as Attachment A and incorporated herein by this  
reference.

ii. **Standard Of Care.** Notwithstanding anything to the contrary in this  
agreement or in any other contract document relating to the project,  
in performing its work under this agreement Contractor shall perform  
its services to the standard of care of a reasonable professional that  
is performing the same or similar work, at the same time and locality  
and under the same or similar conditions faced by Contractor  
Cooperation with City. Contractor agrees that its officers, associates,

\_\_\_\_\_  
Contractor's Initial

\_\_\_\_\_  
CoF Representative

# CONTRACT

## A Contract for Professional Services

employees and subcontractors will cooperate with the City in providing the services under this Contract and will be, with advance notice, available for consultation with the City at such reasonable times as to not conflict with the City's other responsibilities.

- iii. **General Warranty.** Contractor warrants that all services, deliverables, and/or work product under this Contract shall be completed in a workmanlike manner consistent with standards in the trade, profession, or industry; shall conform to or exceed the specifications set forth in the incorporated attachments; and shall be fit for ordinary use, of good quality, with no material defects.

### 3. REQUIRED APPROVAL COMPENSATION AND TERMS OF PAYMENT:

- a. **Compensation.** The City agrees to pay Contractor for the services set forth in the Scope of Work either a lump sum fee or an hourly fee based on the Fee Schedule attached hereto as Attachment A and incorporated herein by this reference.
- b. **Reimbursable Expenses.** Contractor agrees that all of its direct and indirect expenses are included in the lump sum or hourly fee set forth in the Fee Schedule, unless the Fee Schedule specifically provides otherwise.
- c. **Payment Invoicing.** Contractor shall submit an invoice for payment for the services provided by Contractor based on the manner or method of payment set forth in Attachment A (Scope of Work) and Attachment B (Fee Schedule).
- d. **Timeliness of Billing.** Contractor acknowledges and agrees that timeliness of billing is of the essence to this Contract and recognizes that the City is on a fiscal year ending on June 30. All invoices for services rendered prior to July 1 must be submitted to the City no later than 30 days after the end of the fiscal year.

- 4. **NOTICE:** All notices or other communications required or permitted to be given hereunder shall be deemed delivered: (i) when written notice is received by the party to whom it is directed, if delivered personally, or by email; or (ii) three (3) days after deposit with the United States Post Office, if mailed by certified mail, return receipt requested, postage prepaid and addressed to the party to be notified. Notices shall be addressed as follows:

If to the City:                      City Manager  
                                                 City of Fernley  
                                                 595 Silverlace Blvd.  
                                                 Fernley, NV 89408

# CONTRACT

## A Contract for Professional Services

If to Contractor: Artistic Fence Co., Inc.  
480 Morril Ave.  
Reno, NV 89512

### 5. INSPECTION & AUDIT:

- a. **Books and Records.** Contractor agrees to keep and maintain under general accepted accounting principles (GAAP) full, true and complete records, contracts, books, and documents as are necessary to fully disclose to the City, the State of Nevada or the United States Government, or their authorized representatives, upon audits or reviews, sufficient information to determine compliance with all state and federal regulations and statutes.
- b. **Inspection & Audit.** Contractor agrees that the relevant books, records (written, electronic, computer related or otherwise), including, without limitation, relevant accounting procedures and practices of Contractor or its subcontractors, financial statements and supporting documentation, and documentation related to the performance of this Contract shall be subject, at any reasonable time, to inspection, examination, review, audit, and copying at any office or location of Contractor where such records may be found, with or without notice by the City, and with regard to any federal funding, the relevant federal agency, the Comptroller General, the General Accounting Office, the Office of the Inspector General, or any of their authorized representatives. All subcontracts shall reflect the requirements of this paragraph.
- c. **Period of Retention.** All books, records, reports, and statements relevant to this Contract must be retained a minimum three years and for five years if any federal funds are used under this Contract. The retention period runs from the date of payment for the relevant services by the City, or from the date of termination of this Contract, whichever is later. Retention time shall be extended when an audit is scheduled or in progress for a period reasonably necessary to complete an audit and/or to complete any administrative and judicial litigation which may ensue.

### 6. TERMINATION OR SUSPENSION:

- a. **Suspension.** The City may suspend, without cause, the performance by Contractor under this Contract for such period of time as the City, in its sole discretion, may prescribe by providing written notice to Contractor. The suspension shall be effective as of the date set forth in the written notice. With such suspension, the City agrees to pay Contractor the amount of compensation earned as of the effective date of the suspension.

\_\_\_\_ Contractor's Initial

\_\_\_\_ CoF Representative



# CONTRACT

## A Contract for Professional Services

- b. **Termination Without Cause.** The City reserves the right to terminate this Contract without cause or default on the part of Contractor with ten (10) days' prior written notice to Contractor. In the event of termination, without cause or default, the City agrees to pay Contractor for the services performed before the date that notice of termination is received by Contractor.
- c. **Termination for Non-Appropriation.** Contractor acknowledges that the City is a governmental entity and the Contract's validity is based upon the availability of public funding under its authority. The City reserves the right to reduce estimated or actual quantities, in whatever amount necessary, without prejudice or liability to the City, if funding is not available or if legal restrictions are placed upon the expenditure of monies for the services required under this Contract. In addition, without prejudice or liability to the City, if funding is not appropriated or otherwise made available to support the continuation of this Contract in any fiscal year succeeding the first fiscal year, this Contract will be deemed to have been terminated automatically when appropriated funds expire and are not available.
- d. **Default or Breach.** A default or breach (an "Event of Default") may be declared with or without termination. Each of the following shall constitute an Event of Default:
  - i. If Contractor fails, in the judgment of the City, to provide or satisfactorily perform any of the conditions, work, deliverables, goods, or services called for by this Contract, and such failure continues for more than fifteen (15) days after written notice is delivered to Contractor provided that if the nature of such breach is such that although curable, the breach cannot reasonably be cured within a fifteen (15) day period, an Event of Default shall not exist if Contractor shall commence to cure such breach and thereafter rectifies and cures such breach with due diligence, but in no event later than sixty (60) days after the written notice;
  - ii. If any state, county, city or federal license, authorization, waiver, permit, qualification or certification required by statute, ordinance, law, or regulation to be held by Contractor to provide the goods or services required by this Contract is for any reason denied, revoked, debarred, excluded, terminated, suspended, lapsed, or not renewed; or
  - iii. If Contractor: (i) becomes insolvent, subject to receivership, or voluntarily or involuntarily subject to the jurisdiction of the bankruptcy court; (ii) makes a general assignment for the benefit of creditors; (iii) admits in writing to the inability to pay its debts as they become due;

# CONTRACT

## A Contract for Professional Services

or (iv) takes any action for the purpose of effecting any of the foregoing.

- e. **For Cause Termination and Time to Correct. For Cause Termination and Time to Correct.** This Contract may be terminated by the non-defaulting party upon a declared default or breach only after service of formal written notice as specified in paragraph (4), and the subsequent failure of the defaulting party within a reasonable time of receipt of that notice to provide evidence, satisfactory to the non-defaulting party, showing that the declared default or breach has been corrected or is being corrected as expeditiously as is prudent and practicable.
- f. **Winding Up Affairs upon Termination.** If this Contract is terminated for any reason, the parties agree that the provisions of this paragraph survive termination:
  - i. The parties shall account for and properly present to each other all claims for fees and expenses and pay those which are undisputed and otherwise not subject to set off under this Contract. Neither party may withhold performance of winding up provisions solely based on nonpayment of fees or expenses accrued up to the time of termination.
  - ii. Contractor shall satisfactorily complete work in progress at the agreed rate (or a pro rata basis if necessary) if requested by the City.
  - iii. Contractor shall execute any documents and take any actions necessary to effectuate an assignment of this Contract if requested by the City; and
  - iv. Contractor shall preserve, protect, and promptly deliver possession to the City of all proprietary information in accordance with Section 18.
  - v. If dispute(s) arise during the winding up of affairs upon termination, the parties agree to meet and negotiate in good faith to resolve any such disputes(s).

7. **REMEDIES:** Except as otherwise provided for by law or this Contract, the rights and remedies of the parties shall not be exclusive and are in addition to any other rights and remedies provided by law or equity, including, without limitation, actual damages exclusive of lost profits.

8. **ATTORNEYS' FEES, COSTS, AND EXPENSES:** Unless otherwise stated herein, the parties will bear their own attorneys' fees, costs, and expenses in connection with the negotiation, execution, and performance of this Contract.

# CONTRACT

## A Contract for Professional Services

9. **LIMITED LIABILITY:** Contract liability of both parties shall not be subject to punitive damages. Liquidated damages shall not apply unless otherwise specified in the Attachments. Damages for any default or breach by the City shall never exceed the amount of funds appropriated for payment under this Contract, but not yet paid to Contractor, for the fiscal year budget in existence at the time of the default or breach.
10. **FORCE MAJEURE:** Neither party shall be deemed to be in violation of this Contract if it is prevented from performing any of its obligations hereunder due to strikes, failure of public transportation, civil or military authority, act of public enemy, accidents, fires, explosions, or acts of God, including, without limitation, earthquakes, floods, winds, or storms. In such an event the intervening cause must not be through the fault of the party asserting such an excuse, and the excused party is obligated to promptly perform in accordance with the terms of this Contract after the intervening cause ceases.
11. **INDEMNIFICATION:** Contractor shall indemnify, defend, and hold harmless the City, its elected officials, officers, employees, agents, and consultants (collectively, the "City party") from and against any and all claims, liabilities, damages, losses, suits, actions, decrees, arbitration awards, judgments, and any other costs or expenses, including reasonable attorney fees (collectively, "Liabilities"), which may be recovered from or sought against the City party as a result of, by reason of, or as a consequence of: (i) any act or omission, negligent or otherwise, on the part of Contractor, its officers, employees, independent contractors, sub-contractors, vendors, suppliers, consultants, or agents; or (ii) any default in the performance of any obligation of Contractor to be performed under the terms of this Contract, regardless of whether such default is an Event of Default hereunder. In no event shall the language of this Section constitute or be construed as a waiver or limitation of the City's rights or defenses with regard to sovereign immunity, governmental immunity, or other official immunities and protections provided by the Federal and State constitutions or by law. It is expressly agreed that Contractor shall defend the City party at Contractor's expense, by legal counsel reasonably satisfactory to the City, against the Liabilities and in the event that Contractor fails to do so, the City shall have the right, but not the obligation, to defend the same and to charge all direct and incidental costs, including attorney's fees and court costs, to Contractor. Contractor's indemnity obligations herein are not intended to nor shall they relieve any insurance carrier of its obligations under policies required to be carried by Contractor pursuant to the provisions of this Contract. Contractor's obligations under this Section 11 shall survive any termination of this Contract.
12. **INDEPENDENT CONTRACTOR:** Contractor is associated with the City only for the purposes and to the extent specified in this Contract, and in respect to performance of the contracted services pursuant to this Contract, Contractor is and shall be an independent contractor and, subject only to the terms of this Contract, shall have the sole right to supervise, manage, operate, control, and direct performance of the details incident to its duties under this Contract. Nothing contained in this Contract shall be

# CONTRACT

## A Contract for Professional Services

deemed or construed to create a partnership or joint venture, to create relationships of an employer-employee or principal-agent, or to otherwise create any liability for the City whatsoever with respect to the indebtedness, liabilities, and obligations of Contractor or any other party. Contractor shall be solely responsible for, and the City shall have no obligation with respect to: (1) withholding of income taxes, FICA or any other taxes or fees; (2) industrial insurance coverage; (3) participation in any group insurance plans available to employees of the City; (4) participation or contributions by either Contractor or the Public Employees Retirement System; (5) accumulation of vacation leave or sick leave; or (6) unemployment compensation coverage provided by the City. Contractor shall indemnify and hold the City harmless from, and defend the City against, any and all losses, damages, claims, costs, penalties, liabilities, and expenses arising or incurred because of, incident to, or otherwise with respect to any such taxes or fees. Neither Contractor nor its employees, agents, or representatives shall be considered employees, agents, or representatives of the City.

- 13. INSURANCE:** Unless expressly waived in writing by the City, Contractor shall, at Contractor's sole expense, procure, maintain and keep in force during the entire term of this Contract those policies of insurance which have been agreed to by the parties as evidenced by the parties initials in the signature spaces provided below. The City shall have no liability except as specifically provided in this Contract. Contractor shall not commence work before Contractor has provided the required evidence of insurance to the City. Any insurance or self-insurance available to the City shall be in excess of, and non-contributing with, any insurance required from Contractor. Contractor's insurance policies shall apply on a primary basis. Until such time as the insurance is no longer required by the City, Contractor shall provide the City with renewal or replacement evidence of insurance no less than thirty (30) days before the expiration or replacement of the required insurance. If at any time during the period when insurance is required by this Contract, an insurer or surety shall fail to comply with the requirements of this Contract, as soon as Contractor has knowledge of any such failure, Contractor shall immediately notify the City and immediately replace such insurance or bond with an insurer meeting the requirements.

COF

CTR

- a. **Workers' Compensation and Employer's Liability Insurance.** Industrial insurance protecting Contractor and the City from potential employee claims based upon job-related sickness, injury, or accident, during the performance of this Contract. Contractor shall provide a work certificate issued by a qualified insurer in accordance with NRS 616B.627. Prior to commencing any work, Contractor shall complete and provide the following written request to a qualified insurer:

# CONTRACT

## A Contract for Professional Services

CONTACTOR NAME has entered into a contract with Owner to perform work from THE \_3rd\_\_ DAY OF \_\_June\_\_\_\_, 2026\_\_ to THE 30th \_ DAY OF \_\_September\_\_\_\_, 2026\_\_ and requests that an industrial insurance provider qualified and licensed to offer such insurance within the State of Nevada, provide to The City of Fernley, Nevada 1) a certificate of coverage issued pursuant to NRS 616B.627 and 2) notice of any lapse in coverage or nonpayment of coverage that Contractor is required to maintain. The certificate and notice should be mailed to:

City of Fernley  
595 Silver Lace Blvd  
Fernley, NV 89408

Contractor may, in lieu of furnishing a certificate of an insurer, provide an affidavit indicating that Contractor is a sole proprietor and that: (1) In accordance with the provisions of NRS 616B.659, Contractor has not elected to be included within the terms, conditions, and provisions of NRS chapters 616A to 616D, inclusive; and (2) Contractor is otherwise in compliance with those terms, conditions and provisions.



b. **Professional Liability Insurance.**

- i. Minimum Coverage Limit required (not deductible amount): \$1,000,000 Each Claim, \$2,000,000 Aggregate.
- ii. Retroactive date: Prior to commencement of the performance of this Contract
- iii. Discovery period: Three (3) years after the termination date of this Contract.

c. **General Requirements.**

- i. Additional Insured: By endorsement to the general liability insurance policy evidenced by Contractor, ***the City of Fernley, its officers, employees, and immune contractors*** shall be named as additional insureds for all liability arising from this Contract.
- ii. Waiver of Subrogation: Each insurance policy shall provide for a waiver of subrogation in favor of the City.

# CONTRACT

## A Contract for Professional Services

- iii. Cross-Liability: All required liability policies shall provide cross-liability coverage as would be achieved under the standard ISO separation of insureds clause.
  - iv. Deductibles and Self-Insured Retentions: Insurance maintained by Contractor shall apply on a first dollar basis without application of a deductible or self-insured retention unless otherwise specifically agreed to by the City. Such approval shall not relieve Contractor from the obligation to pay any deductible or self-insured retention. Any deductible or self-insured retention shall not exceed \$5,000 per occurrence, unless otherwise approved by the City.
  - v. Policy Cancellation: Except for ten days' notice for non-payment of premium, each insurance policy shall be endorsed to state that; without thirty (30) days prior written notice to the City, the policy shall not be canceled, non-renewed or coverage and/or limits reduced or materially altered, and shall provide that notices required by this paragraph shall be sent by certified mail to the address shown below.
  - vi. Approved Insurer: Each insurance policy shall be issued by insurance companies: (a) authorized to do business in the State of Nevada or eligible surplus lines insurers acceptable to the City and having agents in the State of Nevada upon whom service of process may be made; and (b) currently rated by A.M. Best as "A-VII" or better.
- d. **Evidence of Insurance.** Prior to the start of any work, Contractor must provide the following documents to the City:
- i. Certificate of Insurance: The Acord 25 Certificate of Insurance form or a form substantially similar must be submitted to the City to evidence the insurance policies and coverages required of Contractor.
  - ii. Additional Insured Endorsement: An Additional Insured Endorsement (CG20 10 or C20 26), signed by an authorized insurance company representative, **must** be submitted to the City to evidence the endorsement of the City as an additional insured per General Requirements, Subsection 1) above.
  - iii. Schedule of Underlying Insurance Policies: If an Umbrella or Excess insurance policy is evidenced to comply with minimum limits, a copy of the underlying schedule from the Umbrella or Excess insurance policy may be required.
  - iv. Review and Approval: Documents specified above must be submitted for review and approval by the City prior to the commencement of work by Contractor. Neither approval by the City nor failure to disapprove the

# CONTRACT

## A Contract for Professional Services

insurance furnished by Contractor shall relieve Contractor of Contractor's full responsibility to provide the insurance required by this Contract. Compliance with the insurance requirements of this Contract shall not limit the liability of Contractor or its sub-contractors, employees or agents to the City or others, and shall be in addition to and not in lieu of any other remedy available to the City under this Contract or otherwise. The City reserves the right to request and review a copy of any required insurance policy or endorsement to assure compliance with these requirements. Contractor will mail all required insurance documents to the City at the address identified in section 4 of this Contract.

- e. **Failure to Maintain Required Coverages.** If Contractor fails to carry the required insurance, the City may: (i) order Contractor to stop further performance of the Contract, and declare contractor in breach, terminate the Contract if such breach is not remedied; or (ii) purchase replacement insurance and withhold the costs or premium payments made from the payments due to Contractor or charge the replacement insurance costs back to Contractor.

- 14. **COMPLIANCE WITH LEGAL OBLIGATIONS:** Contractor shall procure and maintain for the duration of this Contract any state, county, city or federal license, authorization, waiver, permit, qualification or certification required by statute, ordinance, law, or regulation to be held by Contractor to provide the goods or services required by this Contract. Contractor will be responsible to pay all taxes, assessments, fees, premiums, permits, and licenses required by law. Real property and personal property taxes are the responsibility of Contractor in accordance with NRS 361.157 and 361.159. Contractor agrees to be responsible for payment of any such government obligations not paid by its subcontractors during performance of this Contract.
- 15. **WAIVER OF BREACH:** Failure to declare a breach or the actual waiver of any particular breach of this Contract or its material or nonmaterial terms by either party shall not operate as a waiver by such party of any of its rights or remedies as to any other default or breach.
- 16. **SEVERABILITY:** If any portion, provision, or part of this Contract is held, determined, or adjudicated by any court of competent jurisdiction to be invalid, unenforceable, or void for any reason whatsoever, each such portion, provision, or part shall be severed from the remaining portions, provisions, or parts of this Contract, and such determination or adjudication shall not affect the validity or enforceability of such remaining portions, provisions, or parts.
- 17. **ASSIGNMENT/DELEGATION:** To the extent that any assignment of any right under this Contract changes the duty of either party, increases the burden or risk involved, impairs the chances of obtaining the performance of this Contract, attempts to

# CONTRACT

## A Contract for Professional Services

operate as a novation, or includes a waiver or abrogation of any defense to payment by the City, such offending portion of the assignment shall be void, and shall be a breach of this Contract. Contractor shall neither assign, transfer nor delegate any rights, obligations, or duties under this Contract without the prior written consent of the City.

- 18. PROPRIETARY INFORMATION:** Any reports, histories, studies, tests, manuals, instructions, photographs, negatives, blue prints, plans, maps, data, system designs, computer code (which is intended to be consideration under this Contract), or any other documents or drawings, prepared or in the course of preparation by Contractor (or its subcontractors) in performance of its obligations under this Contract shall be the exclusive property of the City and all such materials shall be delivered into the possession of the City by Contractor upon completion, termination, or cancellation of this Contract. Contractor shall not use, willingly allow, or cause to have such materials used for any purpose other than performance of Contractor's obligations under this Contract without the prior written consent of the City. Notwithstanding the foregoing, the City shall have no proprietary interest in any materials licensed for use by the City that are subject to patent, trademark, or copyright protection.
- 19. PUBLIC RECORDS:** Pursuant to NRS 239.010, information or documents received from Contractor may be open to public inspection and copying. The City will have the duty to disclose unless a particular record is made confidential by law or a common law balancing of interests. Contractor may label specific parts of an individual document as a "trade secret" or "confidential," provided that Contractor thereby agrees to indemnify and defend the City for honoring such a designation. The failure to so label any document that is released by the City shall constitute a complete waiver of any and all claims for damages caused by any release of the records.
- 20. FEDERAL FUNDING:** In the event federal funds are used for payment of all or part of this Contract:
- a. Contractor certifies, by signing this Contract, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency. This certification is made pursuant to the regulations implementing Executive Order 12549, Debarment and Suspension, 28 C.F.R. pt. 67, § 67.510, as published as pt. VII of the May 26, 1988, Federal Register (pp. 19160-19211), and any relevant program-specific regulations. This provision shall be required of every subcontractor receiving any payment in whole or in part from federal funds.
  - b. Contractor and its subcontractors shall comply with all terms, conditions, and requirements of the Americans with Disabilities Act of 1990 (P.L. 101-136), 42



# CONTRACT

## A Contract for Professional Services

U.S.C. 12101, as amended, and regulations adopted thereunder contained in 28 C.F.R. 26.101-36.999, inclusive, and any relevant program-specific regulations.

- c. Contractor and its subcontractors shall comply with the requirements of the Civil Rights Act of 1964, as amended, the Rehabilitation Act of 1973, P.L. 93-112, as amended, and any relevant program-specific regulations, and shall not discriminate against any employee or offeror for employment because of race, national origin, creed, color, sex, religion, age, disability or handicap condition (including AIDS and AIDS-related conditions.)
- 21. LOBBYING:** The parties agree, whether expressly prohibited by federal, state or local law, or otherwise, that no funding associated with this Contract will be used for any purpose associated with or related to lobbying or influencing or attempting to lobby or influence any of the following: (a) any federal, state, county or local agency, legislature, commission, council or board; (b) any federal, state, county or local legislator, commission member, council member, board member, or other elected official; or (c) any officer or employee of any federal, state, county or local agency; legislature, commission, council or board.
- 22. CERTIFICATION REQUIRED BY NEVADA SENATE BILL 26 (2017):** By signing this Agreement, the CONSULTANT provides a written certification, as a material part of this Agreement, that the CONSULTANT is not currently engaged in, and during the Term shall not engage in, a boycott of Israel. The term "boycott of Israel" has the meaning ascribed to that term in Section 3 of Nevada Senate Bill 26 (2017). The CONSULTANT shall be responsible for fines, penalties, and repayment of any State of Nevada or federal funds that may arise (including those that the CITY pays, becomes liable to pay, or becomes liable to repay) as a direct result of the CONSULTANT's non-compliance with this Section. If, at any time during the formation or duration of this Agreement, CONSUTLANT is engaged or engages in a boycott of Israel, it will constitute a material breach of this Agreement.
- 23. PROPER AUTHORITY:** Contractor represents and warrants Contractor has full power and authority to enter into this Contract. Any services performed by Contractor before this Contract is effective or after it ceases to be effective are performed at the sole risk of Contractor.
- 24. GOVERNING LAW; VENUE:** This Contract will be interpreted, and the rights and liabilities of the parties determined, in accordance with the laws of the State of Nevada, excluding its conflict of laws rules. In any action or proceeding arising under this Contract, each party (a) consents to the jurisdiction of Nevada Courts, and of the pertinent appellate courts, and consents to the venue of such action or proceeding in Lyon County, Nevada courts, (b) irrevocably agrees that all actions or proceedings arising out of or relating to this Contract shall be litigated in such courts, and (c) consents to personal jurisdiction within Lyon County, Nevada. Each party accepts for itself, generally and unconditionally, the exclusive jurisdiction and venue of the aforesaid courts and waives any defense of lack of personal jurisdiction, improper

# CONTRACT

## A Contract for Professional Services

venue, inconvenient forum or any similar defense, and irrevocably agrees to be bound by any non-appealable judgment rendered thereby in connection with this Contract.

- 25. INTEGRATED CONTRACT:** This Contract (including any addenda, exhibits, or attachments incorporated into and made a part of this contract) constitutes the entire agreement and understanding among the parties regarding the matters set forth herein and supersedes all previous negotiations, discussions, and understandings regarding such matters. The parties acknowledge and represent that they have not relied on any promise, inducement, representation, or other statement made in connection with this Contract that is not expressly contained herein. The terms of this Contract are contractual and not a mere recital.
- 26. COUNTERPARTS:** This Contract may be executed in multiple counterparts, each of which shall be deemed an original, and all of such counterparts together shall constitute one and the same instrument.
- 27. ADVICE OF COUNSEL:** Each party hereto represents and agrees that it has had the opportunity to seek and has sought from attorneys any such advice as it deems appropriate with respect to signing this Contract or the meaning of it. Each party has undertaken such independent investigation and evaluation as it deems appropriate and is entering into this Contract in reliance on that and not in reliance on any advice, disclosure, representation or information provided by or expected from any other party or such party's attorneys. This is an agreement of settlement and compromise, made in recognition that the parties may have different, disputed or incorrect understandings, information and contentions, as to facts and law, and with each party compromising and settling any potential correctness or incorrectness of its understandings, information and contentions as to the facts, law, claims, duties, disclosures and conduct occurring before or during the entry into this Contract. No conduct, failure, misunderstanding or misinformation and no claim of fraud or fraudulent inducement occurring prior to or in connection with the execution hereof shall be a ground for rescission hereof or for recovery of damages, except as otherwise expressly provided herein.
- 28. MODIFICATION; NO WAIVER:** The provisions of this Contract, including this paragraph, may be modified or waived only in writing signed by both parties. No waiver with respect to any portion of this Contract shall apply to any other portion of the Contract, and a waiver on one occasion shall not be deemed to be a waiver of the same or any other breach on a future occasion. No course of dealing by any party, and no failure, omission, delay, or forbearance by any party in exercising such party's rights or remedies shall be deemed a waiver of any such rights or remedies or a modification of this Contract.
- 29. INTERPRETATION OF AGREEMENT:** This Contract shall be construed without regard to the party or parties responsible for its preparation and shall be deemed to have been prepared collectively by the parties. Any ambiguity or uncertainty arising

## CONTRACT

### A Contract for Professional Services

herein shall not be interpreted or construed against any party hereto on the basis that a party prepared or drafted a particular provision of this Contract.

30. **COOPERATION OF PARTIES**: The parties agree to cooperate to accomplish the purpose of this Contract and to execute any and all supplementary documents and to take all additional actions not inconsistent with the terms set forth in this Contract that are necessary and appropriate to give full force and effect to the terms and intent of this Contract.
31. **NON-DISCRIMINATION**: In connection with the performance of work under this Contract, Contractor agrees not to discriminate against any employee or applicant for employment because of race, creed, color, national origin, sex, sexual orientation, gender identity or expression, or age, including, without limitation, with regard to employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including, without limitation, apprenticeship. Contractor further agrees to insert this provision in all subcontracts hereunder, except subcontracts for standard commercial supplies or raw materials.

***REMAINDER OF PAGE INTENTIONALLY LEFT BLANK***

# CONTRACT

## A Contract for Professional Services

In witness whereof, the parties hereto have caused this Contract to be signed and intend to be legally bound thereby:

### CITY OF FERNLEY

\_\_\_\_\_  
Mayor, City of Fernley                      Date

\_\_\_\_\_  
City Clerk, City of Fernley                      Date

*Approved as to form:*

\_\_\_\_\_  
City Attorney, City of Fernley                      Date

*Originating Department:*

\_\_\_\_\_  
Department Head                      Date

# CONTRACT

## A Contract for Professional Services

CONTRACTOR, being first duly sworn, deposes and says: That CONTRACTOR. is the Contractor; that NAME OF PERSON REPRESENTING CONTRACTOR has read the foregoing Contract; and that he understands the terms, conditions, and requirements thereof.

CONTRACTOR

BY:

TITLE:

FIRM:

BUSINESS LICENSE #:

Address:

City: State: Zip Code:

Telephone: Fax #:

E-mail Address:

\_\_\_\_\_  
(Signature of Contractor)

DATE SIGNED this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.



480 Morrill Avenue, Reno, NV 89512  
Phone: (775)786-6002 Fax: (775)786-7992  
License # 7798A – Expires 01-31-2028  
Monetary Limit: Unlimited

May 18, 2026

To: City of Fernley  
Attention: Patrick Sparks (775)784-9922 psparks@cityoffernley.org  
Re: Gate Modifications @ 1315 Mesa Dr Fernley, NV

Artistic Fence Company, Inc. Proposes To Furnish The Following Bid Items:

**INCLUSIONS:**

Modify Existing Cantilever Gates To Ground Track Roll Gates  
Add Front And Back Wheel Boxes With V-Groove Wheels  
Add V-Track With Concrete  
Add Over Head Guide Rollers  
Replace Old Operators With New Maximum Control Slide Gate Operators  
New Photo Eyes  
New Vehicle Detection Loops  
Test For Proper Function

\*NO WARRANTY ON EXISTING WIRING OR EXTERNAL CONTROLS

**Price = \$44,984.00**

**No Addenda Noted.**

**Prevailing Wages Not Included.**

**EXCLUSIONS:**

- |                 |                                             |                           |                                         |
|-----------------|---------------------------------------------|---------------------------|-----------------------------------------|
| • Grading       | • Staking/Surveying                         | • Clearing of Fence Lines | • Grounding                             |
| • Permits       | • Traffic Control                           | • Locks/Panic Hardware    | • Saw Cutting                           |
| • Core Drilling | • Concrete Mow Curbs                        | • Bond Premium            | • Painting/Staining                     |
| • Engineering   | • Location of Private Underground Utilities |                           | • Removal/Relocation of Temporary Fence |

**SPECIAL NOTES:**

- 1: The pricing in this proposal is guaranteed for 15 days. Acceptance thereafter may necessitate pricing adjustments.
- 2: This quotation does not include permit. Artistic Fence can obtain the permit at customer request if necessary for job for price of permit and administration costs.
- 3: Only the stated items are included in this proposal. References to plans, specs, and addenda are intended to convey that Artistic Fence has reviewed these documents and as applicable, the items included in this scope letter comply. Acknowledgment of these documents should in no case be construed to presume inclusion of any items not specifically indicated in this scope letter. Should a subcontract be issued for the items indicated in this proposal, the General Contractor agrees to include this scope letter as an integral and binding part of said subcontract.
4. Artistic Fence is not signatory to and does not agree to participate in any collective bargaining agreements.

*Respectfully Submitted,*

*Artistic Fence Co.*

**Nick Haney**

Estimator 775-622-2251

Accepted By: \_\_\_\_\_

Date: \_\_\_\_\_



# CITY OF FERNLEY

## City Council AGENDA REPORT

**Meeting Date: June 3, 2026**

**REPORT TO:** Mayor and City Council

**REPORT FROM:** Michele Rambo, Planning Director

**FINANCIAL IMPACT:**

Yes: X

No:

**CURRENTLY BUDGETED:**

Yes:

No: X

**FUND/ACCOUNT:**

General Fund. The exact GL is still to be determined.

**ACTION REQUESTED:** Consent  
Motion

**AGENDA ITEM:**

Discussion and possible action to approve a contract with Raftelis in the amount not to exceed \$70,380 for review of the proposed Fernley Power District Ordinance and working group report.

**AGENDA ITEM BRIEF:**

Mark IV Capital, LLC is proposing the creation of the Fernley Power District to serve Victory Logistics District. Upon receipt of the required Ordinance and working group report, staff concluded that it would be in the City's best interest to have these documents reviewed by someone with experience in evaluating the feasibility of power districts. Raftelis has the largest public utility financial and management consulting practice in the nation and can provide the specialized review needed for this undertaking.

**RECOMMENDED MOTION:**

If removed from the Consent agenda: I move to approve a contract with Raftelis in the amount not to exceed \$70,380 for review of the proposed Fernley Power District Ordinance and working group report.

**BUSINESS IMPACT (per NRS Chapter 237):**

A Business Impact Statement is not required because this is not a rule (term excludes vehicles by which legislative powers are exercised under NRS Chapters 271, 278, 278A, or 278B).

**See attached report for background, analysis, alternatives.**

**ALTERNATIVES:**

I move to deny a contract with Raftelis in the amount not to exceed \$70,380 for review of the proposed Fernley Power District Ordinance and working group report.

#### **BACKGROUND:**

Mark IV Capital is currently developing the Victory Logistics District (“VLD”), an industrial and commercial development located within the City. Mark IV Capital has determined the need for as much as 2,200 MW of electric generation to serve various businesses that may be located in the industrial park. NV Energy has indicated that it will be unable to serve this level of electric demand until approximately 2038. In order to move forward with development, Mark IV Capital has proposed the formation of the Fernley Power District, a municipal electric utility that would be established by the City in accordance with applicable Nevada statutes to provide electric service to the VLD. The FPD would be governed by the Fernley Power District Board. Other parties to this arrangement include Stella Power Company, a electric generation development firm, and Pioneer Developers, which is co-founded by Mark IV Capital and Stella Power Company.

City staff is seeking a consultant to evaluate the proposed FPD and provide technical, financial, operational, regulatory, and risk-related analysis to assist the Fernley City Council in evaluating the proposal by Mark IV Capital and associated public policy considerations. Raftelis was asked to provide a proposal for professional review and evaluation of:

- Pro forma cost estimates including Energy Price (\$/kWh) calculations and related financial forecasts
- Planned electric equipment infrastructure and arrangements to be engineered, procured, and constructed by the FPD
- Planned utility operating functions to be established in support of the generation, transmission and distribution services
- Business structure including financial and operating obligations among the parties.

Raftelis has proposed a not-to-exceed cost of \$70,380 to provide these services. Per NRS, the City is not required to go out to bid for a Professional Services contract, which helps with the expedited timeline that Mark IV has requested. Raftelis is aware of this timeline and has assured staff that they will be able to complete their review in approximately 4-6 weeks.

#### **RELEVANT LAWS, STATUTES, AND REGULATIONS:**

N/A

#### **FINANCIAL IMPLICATIONS:**

The City Treasurer has indicated that the \$70,380 can be accommodated from the current year's budget.

#### **ATTACHMENTS:**

1. Contract - Raftelis - Final
2. Raftelis Proposal\_City of Fernley NV - Attachment A



# CONTRACT

## A Contract for Professional Services

A Contract Between  
City of Fernley ("City")  
595 Silver Lace Blvd  
Fernley NV 89408

and

Raftelis Financial Consultants, Inc. ("Contractor")  
227 W. Trade Street, Suite 1400  
Charlotte, NC 28202

WHEREAS Nevada Revised Statutes ("NRS") chapter 266 authorizes the City to engage the services of independent contractors; and

WHEREAS the services of Contractor are deemed to be both necessary and in the best interests of the City; and

WHEREAS the City desires to retain the services of Contractor on the terms and conditions set forth in this Contract;

NOW, THEREFORE, in consideration of the aforesaid premises, the parties mutually agree as follows:

1. **CONTRACT TERM.** This Contract shall be effective from the day it is approved by the City (which date shall be inserted into the introductory paragraph of this Contract) and, subject to appropriation, shall remain in full force and effect until the services are completed unless terminated earlier pursuant to Section 6.

2. **CONTRACTOR'S SERVICES.**

A. **Description of Services.** Contractor hereby agrees to provide the services set forth in the Scope of Work attached hereto as Attachment A and incorporated herein by this reference.

B. **Performance Standards.** In performing the services set forth in this Contract, Contractor shall follow the practices consistent with the generally accepted standards in the profession of the services being provided to the City pursuant to this Contract as of the time and at the location the services are to be provided. Contractor may rely on all data and information provided by or on behalf of City to perform the services hereunder. City acknowledges and agrees that Contractor does not guarantee outcomes or results, and Contractor does not legislate, practice law or provide legal advice. Nothing in this Agreement shall obligate Consultant to provide litigation support, respond to inquiries or attend any

# CONTRACT

## A Contract for Professional Services

proceedings, hearings, trials or appeals.

- C. Changes to Contractor's Services.** The City may, at any time, make changes to the services to be performed by Contractor under this Contract. If the change requested by the City causes an increase or decrease in the cost or time required to perform any of the services required under this Contract, an equitable adjustment may be made in the compensation to be paid to Contractor.
- D. Cooperation with City.** Contractor agrees that its officers, associates, employees, and subcontractors will cooperate with the City in providing the services under this Contract and will be, with advance notice, available for consultation with the City at such reasonable times as to not conflict with the City's other responsibilities.

### 3. COMPENSATION AND TERMS OF PAYMENT.

- A. Compensation.** The City agrees to pay Contractor for the services set forth in the Scope of Work either a lump sum fee or an hourly fee based on the Fee Schedule contained in Attachment A and incorporated herein by this reference.
- B. Reimbursable Expenses.** Contractor agrees that all of its direct and indirect expenses are included in the lump sum or hourly fee set forth in the Fee Schedule, unless the Fee Schedule specifically provides otherwise.
- C. Payment Invoicing.** Contractor shall submit an invoice for payment for the services provided by Contractor based on the manner or method of payment set forth in Attachment A.

- 4. NOTICE.** All notices or other communications required or permitted to be given hereunder shall be deemed delivered: (i) when written notice is received by the party to whom it is directed, if delivered personally, by facsimile or by email; or (ii) three (3) days after deposit with the United States Post Office, if mailed by certified mail, return receipt requested, postage prepaid and addressed to the party to be notified. Notices shall be addressed as follows:

If to the City:                      City of Fernley  
                                                 595 Silverlace Blvd.  
                                                 Fernley, NV 89408

If to Contractor:                      Raftelis  
                                                 227 W. Trade Street, Suite 1400  
                                                 Charlotte, NC 28202

### 5. INSPECTION & AUDIT.

- A. Books and Records.** Contractor agrees to keep and maintain under general

# CONTRACT

## A Contract for Professional Services

accepted accounting principles (GAAP) full, true and complete records, contracts, books, and documents as are necessary to disclose to the City, the State of Nevada or the United States Government, or their authorized representatives, upon audits or reviews, sufficient information to determine compliance with all state and federal regulations and statutes.

- B. Inspection & Audit.** Contractor agrees that the relevant books, records (written, electronic, computer related or otherwise), including, without limitation, relevant accounting procedures and practices of Contractor or its subcontractors, financial statements and supporting documentation, and documentation related to the performance of this Contract shall be subject, at any reasonable time, to inspection, examination, review, and audit at any office or location of Contractor where such records may be found, and with regard to any federal funding, the relevant federal agency, the Comptroller General, the General Accounting Office, the Office of the Inspector General, or any of their authorized representatives. All subcontracts shall reflect the requirements of this paragraph.
- C. Period of Retention.** All books, records, reports, and statements relevant to this Contract must be retained a minimum three years and for five years if any federal funds are used under this Contract. The retention period runs from the date of payment for the relevant services by the City, or from the date of termination of this Contract, whichever is later. Retention time shall be extended when an audit is scheduled or in progress for a period reasonably necessary to complete an audit and/or to complete any administrative and judicial litigation which may ensue.

### 6. TERMINATION OR SUSPENSION.

- A. Suspension.** The City may suspend, without cause, the performance by Contractor under this Contract for such period of time as the City, in its sole discretion, may prescribe by providing written notice to Contractor. The suspension shall be effective as of the date set forth in the written notice. With such suspension, the City agrees to pay Contractor the amount of compensation earned as of the effective date of the suspension.
- B. Termination Without Cause.** The City reserves the right to terminate this Contract without cause or default on the part of Contractor with ten (10) days' prior written notice to Contractor. In the event of termination, without cause or default, the City agrees to pay Contractor for the services performed before the date that notice of termination is received by Contractor.
- C. Termination for Non-Appropriation.** Contractor acknowledges that the City is a governmental entity and the Contract's validity is based upon the availability of public funding under its authority. The City reserves the right to reduce estimated

# CONTRACT

## A Contract for Professional Services

or actual quantities, in whatever amount necessary, without prejudice or liability to the City, if funding is not available or if legal restrictions are placed upon the expenditure of monies for the services required under this Contract. In addition, without prejudice or liability to the City, if funding is not appropriated or otherwise made available to support the continuation of this Contract in any fiscal year succeeding the first fiscal year, this Contract will be deemed to have been terminated automatically when appropriated funds expire and are not available.

**D. Default or Breach.** A default or breach (an “Event of Default”) may be declared with or without termination. Each of the following shall constitute an Event of Default:

1. If Contractor fails to provide or satisfactorily perform any of the conditions, work, deliverables, goods, or services called for by this Contract, and such failure continues for more than fifteen (15) days after written notice is delivered to Contractor provided that if the nature of such breach is such that although curable, the breach cannot reasonably be cured within a fifteen (15) day period, an Event of Default shall not exist if Contractor shall commence to cure such breach and thereafter rectifies and cures such breach with due diligence, but in no event later than sixty (60) days after the written notice;
2. If any state, county, city or federal license, authorization, waiver, permit, qualification or certification required by statute, ordinance, law, or regulation to be held by Contractor to provide the goods or services required by this Contract is for any reason denied, revoked, debarred, excluded, terminated, suspended, lapsed, or not renewed; or
3. If Contractor: (i) becomes insolvent, subject to receivership, or voluntarily or involuntarily subject to the jurisdiction of the bankruptcy court; (ii) makes a general assignment for the benefit of creditors; (iii) admits in writing to the inability to pay its debts as they become due; or (iv) takes any action for the purpose of effecting any of the foregoing.

**E. For Cause Termination and Time to Correct.** Upon the occurrence of an Event of Default, and without prejudice to any other right or remedy it may have at law or equity, the City may:

1. Terminate this Contract, suspend payment of all pending invoices otherwise due to the Contractor hereunder, and finish this Contract by such means as deemed appropriate by the City, reserving the right to deduct from any balance due Contractor any additional cost for completing this Contract;
2. Terminate this Contract, and the obligations imposed hereunder, including the obligation of any further payment for the services of the Consultant except for the reasonable value for the services performed to the date of termination, or

# CONTRACT

## A Contract for Professional Services

3. Continue with the performance by the Contractor and serve within a reasonable time after completion of the Contract a notice of claim or dispute.

**F. Winding Up Affairs upon Termination.** In the event that this Contract is terminated for any reason, the parties agree that the provisions of this paragraph survive termination:

1. The parties shall account for and properly present to each other all claims for fees and expenses and pay those which are undisputed and otherwise not subject to set off under this Contract. Neither party may withhold performance of winding up provisions solely based on nonpayment of fees or expenses accrued up to the time of termination.
2. Contractor shall satisfactorily complete work in progress at the agreed rate (or a pro rata basis if necessary) if so requested by the City;
3. Contractor shall execute any documents and take any actions necessary to effectuate an assignment of this Contract if so requested by the City; and
4. Contractor shall preserve, protect, and promptly deliver possession to the City of all proprietary information in accordance with Section 18.
5. In the event that dispute(s) arise during the winding up of affairs upon termination, the parties agree to meet and negotiate in good faith to resolve any such disputes(s).

**7. REMEDIES.** Except as otherwise provided for by law or this Contract, the rights and remedies of the parties shall not be exclusive and are in addition to any other rights and remedies provided by law or equity, including, without limitation, actual damages exclusive of lost profits.

**8. ATTORNEYS' FEES, COSTS, AND EXPENSES.** Unless otherwise stated herein, the parties will bear their own attorneys' fees, costs, and expenses in connection with the negotiation, execution, and performance of this Contract.

**9. LIMITED LIABILITY.** Contract liability of both parties shall not be subject to punitive damages. Liquidated damages shall not apply. Absent negligence on the part of the City, damages for any default or breach by the City shall never exceed the amount of funds appropriated for payment under this Contract, but not yet paid to Contractor, for the fiscal year budget in existence at the time of the default or breach.

**10. FORCE MAJEURE.** Neither party shall be deemed to be in violation of this Contract if it is prevented from performing any of its obligations hereunder due to strikes, failure of public transportation, civil or military authority, act of public enemy, accidents, fires, explosions, or acts of God, including, without limitation, earthquakes, floods, winds,

# CONTRACT

## A Contract for Professional Services

or storms. In such an event the intervening cause must not be through the fault of the party asserting such an excuse, and the excused party is obligated to promptly perform in accordance with the terms of this Contract after the intervening cause ceases.

**11. INDEMNIFICATION.** Contractor shall indemnify, defend, and hold harmless the City, its elected officials, officers, employees, and consultants (collectively, the "City party") from all claims, liabilities, damages, losses, suits, actions, decrees, arbitration awards, judgments, including reasonable attorney fees (collectively, "Liabilities"), to the extent caused by: (i) any negligent act or omission on the part of Contractor, its officers, employees, independent contractors, sub-contractors, vendors, suppliers, consultants, or agents, in the performance of services hereunder; or (ii) any default in the performance of any obligation of Contractor to be performed under the terms of this Contract, regardless of whether such default is an Event of Default hereunder. In no event shall the language of this Section constitute or be construed as a waiver or limitation of the City's rights or defenses with regard to sovereign immunity, governmental immunity, or other official immunities and protections provided by the Federal and State constitutions or by law. Contractor shall defend the City party, to the extent of Contractor's express obligations set forth above, with legal counsel reasonably satisfactory to the City, against the Liabilities and in the event that Contractor fails to do so, the City shall have the right, but not the obligation, to defend the same and to charge all out-of-pocket costs, including attorney's fees and court costs, to Contractor. Contractor's indemnity obligations herein are not intended to nor shall they relieve any insurance carrier of its obligations under policies required to be carried by Contractor pursuant to the provisions of this Contract. Contractor's obligations under this Section 11 shall survive any termination of this Contract.

**12. INDEPENDENT CONTRACTOR.** Contractor is associated with the City only for the purposes and to the extent specified in this Contract, and in respect to performance of the contracted services pursuant to this Contract, Contractor is and shall be an independent contractor and, subject only to the terms of this Contract, shall have the sole right to supervise, manage, operate, control, and direct performance of the details incident to its duties under this Contract. Nothing contained in this Contract shall be deemed or construed to create a partnership or joint venture, to create relationships of an employer-employee or principal-agent, or to otherwise create any liability for the City whatsoever with respect to the indebtedness, liabilities, and obligations of Contractor or any other party. Contractor shall be solely responsible for, and the City shall have no obligation with respect to: (1) withholding of income taxes, FICA or any other taxes or fees; (2) industrial insurance coverage; (3) participation in any group insurance plans available to employees of the City; (4) participation or contributions by either Contractor or the Public Employees Retirement System; (5) accumulation of vacation leave or sick leave; or (6) unemployment compensation coverage provided by the City. Contractor shall indemnify and hold

# CONTRACT

## A Contract for Professional Services

the City harmless from, and defend the City against, all losses, damages, claims, costs, penalties, liabilities, and expenses to the extent caused by the negligence of the Contractor. Neither Contractor nor its employees, agents, or representatives shall be considered employees, agents, or representatives of the City.

- 13. INSURANCE.** Unless expressly waived in writing by the City, Contractor shall, at Contractor's sole expense, procure, maintain and keep in force during the entire term of this Contract those policies of insurance which have been agreed to by the parties as evidenced by the parties initials in the signature spaces provided below. The City shall have no liability except as specifically provided in this Contract. Contractor shall not commence work before Contractor has provided the required evidence of insurance to the City. Any insurance or self-insurance available to the City shall be in excess of, and non-contributing with, any insurance required from Contractor. Contractor's insurance policies shall apply on a primary basis. Until such time as the insurance is no longer required by the City, Contractor shall provide the City with renewal or replacement evidence of insurance no less than thirty (30) days before the expiration or replacement of the required insurance. If at any time during the period when insurance is required by this Contract, an insurer or surety shall fail to comply with the requirements of this Contract, as soon as Contractor has knowledge of any such failure, Contractor shall immediately notify the City and immediately replace such insurance or bond with an insurer meeting the requirements.

COF

CTR

**A. Workers' Compensation and Employer's Liability Insurance.** Industrial insurance protecting Contractor and the City from potential employee claims based upon job-related sickness, injury, or accident, during the performance of this Contract.

1. Contractor shall provide a work certificate issued by a qualified insurer in accordance with NRS 616B.627.
2. Prior to commencing any work, Contractor shall complete and provide the following written request to a qualified insurer:
  - a. CONTACTOR NAME has entered into a contract with Owner to perform work from THE \_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_ to THE \_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_ and requests that an industrial insurance provider qualified and licensed to offer such insurance within the State of Nevada, provide to The City of Fernley, Nevada 1) a certificate of coverage issued pursuant to NRS 616B.627 and 2) notice of any lapse in coverage or nonpayment of coverage that Contractor is required to maintain. The certificate and notice should be mailed to:

City of Fernley

# CONTRACT

## A Contract for Professional Services

595 Silver Lace Blvd  
Fernley, NV 89408

3. Contractor may, in lieu of furnishing a certificate of an insurer, provide an affidavit indicating that Contractor is a sole proprietor and that: (1) In accordance with the provisions of NRS 616B.659, Contractor has not elected to be included within the terms, conditions, and provisions of NRS chapters 616A to 616D, inclusive; and (2) Contractor is otherwise in compliance with those terms, conditions, and provisions.
4. Contractor may, in lieu of furnishing a certificate of an insurer, provide an affidavit indicating that Contractor is a sole proprietor and that:
  - a. In accordance with the provisions of NRS 616B.659, Contractor has not elected to be included within the terms, conditions, and provisions of NRS chapters 616A to 616D, inclusive; and
  - b. Contractor is otherwise in compliance with those terms, conditions and provisions.

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### B. Commercial General Liability Insurance

1. Minimum Limits required:

|                           |                                           |
|---------------------------|-------------------------------------------|
| <u><b>\$1,000,000</b></u> | General Aggregate                         |
| <u><b>\$1,000,000</b></u> | Products & Completed Operations Aggregate |
| <u><b>\$1,000,000</b></u> | Personal and Advertising Injury           |
| <u><b>\$1,000,000</b></u> | Each Occurrence                           |
2. Coverage shall be on an occurrence basis and shall be at least as broad as ISO 1996 form CG 00 01 (or a substitute form providing equivalent coverage); and shall cover liability arising from premises, operations, independent contractors, completed operations, personal injury, products, civil lawsuits, and liability assumed under an insured contract (including the tort liability of another assumed in a business contract).

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### C. Business Automobile Liability Insurance

1. Minimum Limit required: **\$150,000** Each Occurrence for bodily injury and property damage. Coverage shall be for "any auto" (including owned, non-owned and hired vehicles).
2. The policy shall be written on ISO form CA 00 01 or a substitute providing equivalent liability coverage. If necessary, the policy shall be endorsed to provide contractual liability coverage.

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# CONTRACT

## A Contract for Professional Services

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### D. Umbrella or Excess Liability Insurance

1. May be used to achieve the above minimum liability limits.
2. Shall be endorsed to state it is "As Broad as Primary Policy"

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### E. Commercial Crime Insurance

1. Minimum Limit required: **\$10,000**
  1. Per Loss for Employee Dishonesty
2. This insurance shall be underwritten on a blanket form amending the definition of "employee" to include all employees of the Vendor regardless of position or category.

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### F. Performance Security

1. Amount required: \$ \_\_\_\_\_
2. Security may be in the form of surety bond, Certificate of Deposit or Treasury Note payable to the City only.
3. The security shall be deposited with the City no later than ten (10) working days following award of this Contract to Contractor.
4. Upon successful completion of this Contract, the security and all interest earned, if any, shall be returned to Contractor.

### G. General Requirements.

1. Additional Insured: By endorsement to the general liability insurance policy evidenced by Contractor, ***the City of Fernley, its officers, employees and immune contractors*** shall be named as additional insureds for all liability arising from this Contract.
2. Waiver of Subrogation: Each insurance policy shall provide for a waiver of subrogation in favor of the City.
3. Cross-Liability: All required liability policies shall provide cross-liability coverage as would be achieved under the standard ISO separation of insureds clause.
4. Deductibles and Self-Insured Retentions: Insurance maintained by Contractor shall apply on a first dollar basis without application of a deductible or self-insured retention unless otherwise specifically agreed to by the City. Such approval shall not relieve Contractor from the obligation to pay any deductible or self-insured retention. Any deductible or self-insured retention shall not exceed \$5,000 per occurrence, unless otherwise approved by the City.
5. Policy Cancellation: Except for ten days' notice for non-payment of premium, each insurance policy shall be endorsed to state that; without thirty (30) days prior written notice to the City, the policy shall not be canceled, non-renewed or coverage and/or limits reduced or materially altered, and shall provide that notices required by this paragraph shall be sent by certified mail to the address shown below.
6. Approved Insurer: Each insurance policy shall be issued by

# CONTRACT

## A Contract for Professional Services

insurance companies: (a) authorized to do business in the State of Nevada or eligible surplus lines insurers acceptable to the City and having agents in the State of Nevada upon whom service of process may be made; and (b) currently rated by A.M. Best as "A-VII" or better.

**14. EVIDENCE OF INSURANCE.** Prior to the start of any work, Contractor must provide the following documents to the City:

1. Certificate of Insurance: The Acord 25 Certificate of Insurance form or a form substantially similar must be submitted to the City to evidence the insurance policies and coverages required of Contractor.
2. Additional Insured Endorsement: An Additional Insured Endorsement (CG20 10 or C20 26), signed by an authorized insurance company representative, **must** be submitted to the City to evidence the endorsement of the City as an additional insured per General Requirements, Subsection 1) above.
3. Schedule of Underlying Insurance Policies: If an Umbrella or Excess insurance policy is evidenced to comply with minimum limits, a copy of the underlying schedule from the Umbrella or Excess insurance policy may be required.
4. Review and Approval: Documents specified above must be submitted for review and approval by the City prior to the commencement of work by Contractor. Neither approval by the City nor failure to disapprove the insurance furnished by Contractor shall relieve Contractor of Contractor's full responsibility to provide the insurance required by this Contract. Compliance with the insurance requirements of this Contract shall not limit the liability of Contractor or its sub-contractors, employees or agents to the City or others, and shall be in addition to and not in lieu of any other remedy available to the City under this Contract or otherwise. The City reserves the right to request and review a copy of any required insurance policy or endorsement to assure compliance with these requirements. Contractor will mail all required insurance documents to the City at the address identified in section 4 of this Contract.

**15. FAILURE TO MAINTAIN REQUIRED COVERAGES.** If Contractor fails to carry the required insurance, the City may: (i) order Contractor to stop further performance of the Contract, and declare contractor in breach, terminate the Contract if such breach is not remedied; or (ii) purchase replacement insurance and withhold the costs or premium payments made from the payments due to Contractor or charge the replacement insurance costs back to Contractor.

# CONTRACT

## A Contract for Professional Services

**16. COMPLIANCE WITH LEGAL OBLIGATIONS.** Contractor shall procure and maintain for the duration of this Contract any state, county, city or federal license, authorization, waiver, permit, qualification or certification required by statute, ordinance, law, or regulation to be held by Contractor to provide the goods or services required by this Contract. Contractor will be responsible to pay all taxes, assessments, fees, premiums, permits, and licenses required by law. Real property and personal property taxes are the responsibility of Contractor in accordance with NRS 361.157 and 361.159. Contractor agrees to be responsible for payment of any such government obligations not paid by its subcontractors during performance of this Contract. It is important to note:

**A. Contractor is required to obtain a City of Fernley business license prior to commencing work unless Contractor qualifies for an exception. Contractor is also required to provide a W-9 to the City's Finance Department.**

**B. Contractor is required to research and determine if Contractor must comply with:**

1. Buy America Requirements
2. Prohibition against Boycott Israel provisions in NRS in Public Works contracts
3. Prevailing Wage Requirements
4. Apprenticeship Utilization Act

**17. WAIVER OF BREACH.** Failure to declare a breach or the actual waiver of any particular breach of this Contract or its material or nonmaterial terms by either party shall not operate as a waiver by such party of any of its rights or remedies as to any other default or breach.

**18. SEVERABILITY.** If any portion, provision, or part of this Contract is held, determined, or adjudicated by any court of competent jurisdiction to be invalid, unenforceable, or void for any reason whatsoever, each such portion, provision, or part shall be severed from the remaining portions, provisions, or parts of this Contract, and such determination or adjudication shall not affect the validity or enforceability of such remaining portions, provisions, or parts.

**19. ASSIGNMENT/DELEGATION.** To the extent that any assignment of any right under this Contract changes the duty of either party, increases the burden or risk involved, impairs the chances of obtaining the performance of this Contract, attempts to

# CONTRACT

## A Contract for Professional Services

operate as a novation, or includes a waiver or abrogation of any defense to payment by the City, such offending portion of the assignment shall be void, and shall be a breach of this Contract. Contractor shall neither assign, transfer nor delegate any rights, obligations or duties under this Contract without the prior written consent of the City.

**20. PROPRIETARY INFORMATION.** Any reports, histories, studies, tests, manuals, instructions, photographs, negatives, blue prints, plans, maps, data, system designs, computer code (which is intended to be consideration under this Contract), or any other documents or drawings, prepared or in the course of preparation by Contractor (or its subcontractors) in performance of its obligations under this Contract as a deliverable shall be the property of the City and all such materials shall be delivered into the possession of the City by Contractor upon completion, termination, or cancellation of this Contract. Contractor shall not use, willingly allow, or cause to have such materials used for any purpose other than performance of Contractor's obligations under this Contract without the prior written consent of the City. Notwithstanding the foregoing, the City shall have no proprietary interest in any materials licensed for use by the City that are subject to patent, trademark or copyright protection. Nothing in this Contract shall be deemed or construed as a waiver, release, transfer, assignment or divestiture by Contractor of any of its intellectual property, know-how or trade secrets.

**21. PUBLIC RECORDS.** Pursuant to NRS 239.010, information or documents received from Contractor may be open to public inspection and copying. The City will have the duty to disclose unless a particular record is made confidential by law or a common law balancing of interests. Contractor may label specific parts of an individual document as a "trade secret" or "confidential," provided that Contractor thereby agrees to indemnify and defend the City for honoring such a designation. The failure to so label any document that is released by the City shall constitute a complete waiver of any and all claims for damages caused by any release of the records.

**22. FEDERAL FUNDING.** In the event federal funds are used for payment of all or part of this Contract:

**A.** Contractor certifies, by signing this Contract, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency. This certification is made pursuant to the regulations implementing Executive Order 12549, Debarment and Suspension, 28 C.F.R. pt. 67, § 67.510, as published as pt. VII of the May 26, 1988, Federal Register (pp. 19160-19211), and any relevant program-specific regulations. This provision shall be required of every subcontractor receiving any payment in whole or in part from federal funds.

# CONTRACT

## A Contract for Professional Services

- B.** Contractor and its subcontractors shall comply with all terms, conditions, and requirements of the Americans with Disabilities Act of 1990 (P.L. 101-136), 42 U.S.C. 12101, as amended, and regulations adopted thereunder contained in 28 C.F.R. 26.101-36.999, inclusive, and any relevant program-specific regulations.
- C.** Contractor and its subcontractors shall comply with the requirements of the Civil Rights Act of 1964, as amended, the Rehabilitation Act of 1973, P.L. 93-112, as amended, and any relevant program-specific regulations, and shall not discriminate against any employee or offeror for employment because of race, national origin, creed, color, sex, religion, age, disability or handicap condition (including AIDS and AIDS-related conditions.)
- 23. LOBBYING.** The parties agree, whether expressly prohibited by federal, state or local law, or otherwise, that no funding associated with this Contract will be used for any purpose associated with or related to lobbying or influencing or attempting to lobby or influence any of the following: (a) any federal, state, county or local agency, legislature, commission, council or board; (b) any federal, state, county or local legislator, commission member, council member, board member, or other elected official; or (c) any officer or employee of any federal, state, county or local agency; legislature, commission, council or board.
- 24. GENERAL WARRANTY.** Notwithstanding any provision herein to the contrary, with respect to the performance of professional services, Contractor shall exercise the same degree of care, skill, and diligence in the performance of professional services as is ordinarily possessed and exercised by a professional under similar circumstances.
- 25. PROPER AUTHORITY.** Contractor represents and warrants Contractor has full power and authority to enter into this Contract. Any services performed by Contractor before this Contract is effective or after it ceases to be effective are performed at the sole risk of Contractor.
- 26. GOVERNING LAW; VENUE.** This Contract will be interpreted, and the rights and liabilities of the parties determined, in accordance with the laws of the State of Nevada, excluding its conflict of laws rules. In any action or proceeding arising under this Contract, each party (a) consents to the jurisdiction of Nevada Courts, and of the pertinent appellate courts, and consents to the venue of such action or proceeding in Lyon County, Nevada courts, (b) irrevocably agrees that all actions or proceedings arising out of or relating to this Contract shall be litigated in such courts, and (c) consents to personal jurisdiction within Lyon County, Nevada. Each party accepts for itself, generally and unconditionally, the exclusive jurisdiction and venue of the aforesaid courts and waives any defense of lack of personal jurisdiction, improper venue, inconvenient forum or any similar defense, and irrevocably agrees to be bound by any non-appealable judgment rendered thereby in connection with this Contract.

# CONTRACT

## A Contract for Professional Services

- 27. INTEGRATED CONTRACT.** This Contract (including any addenda, exhibits, or attachments incorporated into and made a part of this contract) constitutes the entire agreement and understanding among the parties regarding the matters set forth herein and supersedes all previous negotiations, discussions, and understandings regarding such matters. The parties acknowledge and represent that they have not relied on any promise, inducement, representation, or other statement made in connection with this Contract that is not expressly contained herein. The terms of this Contract are contractual and not a mere recital. In the event of any conflict between the terms hereof and the Contractor's terms and conditions, the terms of this Contract shall control and govern.
- 28. COUNTERPARTS.** This Agreement may be executed in any number of counterparts, each of which shall be deemed to be an original, and all of such counterparts shall constitute one Agreement. To facilitate execution and delivery of this Agreement, the parties may execute and exchange counterparts of the signature pages by electronic email, telephone, or facsimile. This Agreement may also be executed and delivered by any digital or electronic signature complying with the Electronic Signatures in Global and National Commerce Act and Nevada Revised Statutes 719.260, the terms and effect of which statutes are incorporated herein by this reference, including, without limitation, portable document format (.pdf). The parties agree that [www.docusign.com](http://www.docusign.com) shall be an acceptable digital or electronic signature provider.
- 29. ADVICE OF COUNSEL.** Each party hereto represents and agrees that it has had the opportunity to seek and has sought from attorneys any such advice as it deems appropriate with respect to signing this Contract or the meaning of it. Each party has undertaken such independent investigation and evaluation as it deems appropriate and is entering into this Contract in reliance on that and not in reliance on any advice, disclosure, representation or information provided by or expected from any other party or such party's attorneys. This is an agreement of settlement and compromise, made in recognition that the parties may have different, disputed or incorrect understandings, information and contentions, as to facts and law, and with each party compromising and settling any potential correctness or incorrectness of its understandings, information and contentions as to the facts, law, claims, duties, disclosures and conduct occurring before or during the entry into this Contract. No conduct, failure, misunderstanding or misinformation and no claim of fraud or fraudulent inducement occurring prior to or in connection with the execution hereof shall be a ground for rescission hereof or for recovery of damages, except as otherwise expressly provided herein.
- 30. MODIFICATION; NO WAIVER.** The provisions of this Contract, including this paragraph, may be modified or waived only in writing signed by both parties. No waiver with respect to any portion of this Contract shall apply to any other portion of the Contract, and a waiver on one occasion shall not be deemed to be a waiver of the same or any other breach on a future occasion. No course of dealing by any party, and no failure, omission, delay, or forbearance by any party in exercising such

# CONTRACT

## A Contract for Professional Services

party's rights or remedies shall be deemed a waiver of any such rights or remedies or a modification of this Contract.

- 31. INTERPRETATION OF AGREEMENT.** This Contract shall be construed without regard to the party or parties responsible for its preparation, and shall be deemed to have been prepared collectively by the parties. Any ambiguity or uncertainty arising herein shall not be interpreted or construed against any party hereto on the basis that a party prepared or drafted a particular provision of this Contract.
- 32. COOPERATION OF PARTIES.** The parties agree to cooperate to accomplish the purpose of this Contract and to execute any and all supplementary documents and to take all additional actions not inconsistent with the terms set forth in this Contract that are necessary and appropriate to give full force and effect to the terms and intent of this Contract.
- 33. NON-DISCRIMINATION.** In connection with the performance of work under this Contract, Contractor agrees not to discriminate against any employee or applicant for employment because of race, creed, color, national origin, sex, sexual orientation, gender identity or expression, or age, including, without limitation, with regard to employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including, without limitation, apprenticeship. Contractor further agrees to insert this provision in all subcontracts hereunder, except subcontracts for standard commercial supplies or raw materials.

In witness whereof, the parties hereto have caused this Contract to be signed and intend to be legally bound thereby:

Dated: \_\_\_\_\_

CITY OF FERNLEY

\_\_\_\_\_  
City of Fernley Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

Dated: \_\_\_\_\_

\_\_\_\_\_  
City Attorney

# CONTRACT

## A Contract for Professional Services

CONTRACTOR, being first duly sworn, deposes and says: That CONTRACTOR. is the Contractor; that NAME OF PERSON REPRESENTING CONTRACTOR has read the foregoing Contract; and that he understands the terms, conditions, and requirements thereof.

CONTRACTOR

BY: Steven Courtney

TITLE: Vice President & Energy Finance Practice Leader

FIRM: Raftelis Financial Consultants, Inc.

BUSINESS LICENSE #:

Address: 227 W. Trade Street, Suite 1400

City: Charlotte State: NC Zip Code: 28202

Telephone: 704-373-1199 Fax #: N/A

E-mail Address: scourtney@raftelis.com

\_\_\_\_\_  
(Signature of Contractor)

DATED this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_.

STATE OF \_\_\_\_\_ )  
County of \_\_\_\_\_ ) ss

On this \_\_\_\_\_ day of \_\_\_\_\_, in the year 20\_\_, before me, \_\_\_\_\_ / Notary Public, personally appeared \_\_\_\_\_, personally known to me or proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to this instrument, and acknowledged that he executed it.

WITNESS my hand and official seal.

\_\_\_\_\_  
Notary's Signature

My Commission Expires: \_\_\_\_\_



May 20, 2026

Ms. Michele Rambo  
Planning Director  
City of Fernley NV  
595 Silver Lace Boulevard  
Fernley, NV 89408

**Subject: City of Fernley NV – Evaluation of the Proposed Fernley Power District**

Dear Ms. Rambo:

Raftelis is pleased to submit this proposal to support the City of Fernley NV (“City”) in evaluating the proposed Fernley Power District (“FPD”).

Raftelis has the largest public utility financial and management consulting practice in the nation with over 190 consultants, allowing us to provide you with the technical expertise needed for this project. We focus our efforts on helping municipal and local governments solve problems, providing a wide range of services to ensure our clients’ success.

In supporting the City, we propose working with GridCo Partners of Chicago. GridCo Partners is a professional and technical consultancy specializing in power and energy planning, resilience, and policy development, focused on driving efficiency and sustainability. The team of seasoned professionals brings expertise across utilities, regulatory agencies, technology development, and research organizations.

Steve Courtney will serve as the Project Director for this engagement. He is a registered Professional Engineer and holds the Chartered Financial Analyst (CFA) designation. Steve has extensive experience in the electric industry including electric generation development and operations and financial planning and analysis. Shaun Moran will lead the technical and other evaluation by GridCo Partners. Shaun has more than two decades of experience in transmission, distribution and generation integration. He currently serves as Vice Chair for the Data Center Task Force of the Institute of Electrical and Electronics Engineers (IEEE).

On the following pages, please find a summary of Our Understanding of this important project along with defined Scope of Work and associated fee-based pricing. We are glad to discuss further once you have had an opportunity to consider this proposal.

## Our Understanding

Fernley, NV is a municipality with more than 23,000 residents located in northern Nevada, approximately 30 miles to the east of Reno. The City provides certain utility services to residents including water and wastewater services. Electric utility service to City residents and the broader region is provided by NV Energy, a state regulated electric utility.

Mark IV Capital is a privately held real estate company. Mark IV Capital is currently developing the Victory Logistics District (“VLD”), an industrial and commercial development located within the City. Mark IV Capital has determined the need for as much as 2,200 MW of electric generation to serve various businesses that may be located

in the industrial park. NV Energy has indicated that it will be unable to serve this level of electric demand until approximately 2038.

In order to move forward with development, Mark IV Capital has proposed the formation of the Fernley Power District, a municipal electric utility that would be established by the City in accordance with applicable Nevada statutes to provide electric service to the VLD. The FPD would be governed by the Fernley Power District Board. Other parties to this arrangement include Stella Power Company, a electric generation development firm, and Pioneer Developers, which is co-founded by Mark IV Capital and Stella Power Company.

At this time, the City is seeking a consultant to evaluate the proposed FPD and provide technical, financial, operational, regulatory, and risk-related analysis to assist the Fernley City Council in evaluating the proposal by Mark IV Capital and associated public policy considerations. Raftelis has been asked to provide a proposal for professional review and evaluation of:

- Pro forma cost estimates including Energy Price (\$/kWh) calculations and related financial forecasts
- Planned electric equipment infrastructure and arrangements to be engineered, procured, and constructed by the FPD
- Planned utility operating functions to be established in support of the generation, transmission and distribution services
- Business structure including financial and operating obligations among the parties

Our Scope of Work and proposed approach are provided below.

## Scope of Work

### **Task 1 – Pro Forma Cost Estimates and Financial Forecasts**

Raftelis will review pro forma cost estimates including Energy Price (\$/kWh) calculations and related financial forecasts associated with the FPD and its operations and start up costs. We will provide observations and general confirmation of capital costs and operating inputs. We will confirm that financial plans and electric rate calculations are in accordance with standard practice for municipal utilities.

This work will be conducted by Raftelis with support as needed by GridCo Partners, primarily for confirmation of capital and operating cost inputs.

### **Task 2 – Planned Electric Equipment Infrastructure and Arrangements**

Raftelis and GridCo Partners will work together to review and evaluate the planned electric equipment infrastructure and arrangements to be engineered, procured, and constructed by the FPD as required to provide generation, transmission, and distribution services to VLD. We will provide observations and general confirmation of conceptual designs and equipment selections. We will identify associated risks and considerations for the City. This scope of work will be limited to equipment and infrastructure associated with serving the proposed first 300 MW of electric demand.

### **Task 3 – Planned Utility Operating Functions**

Raftelis and GridCo Partners will review and evaluate the planned utility operating functions to be implemented by FPD in support of the generation, transmission and distribution services. These will include equipment operations and maintenance, system dispatch and control, fuel procurement, routine capital improvement, and administrative functions. We will identify associated risks and considerations for the City. We will provide observations and general confirmation of plans for operations including consistency with standard industry practices.

### **Task 4 – Business Structure and Obligations**

Raftelis will review and evaluate the overall business structure and governing documents among the parties including financial and operating obligations and responsibilities. We will identify associated risks and considerations for the City. Our review of planned business arrangements and contract terms will be based on standard industry practices among electric service companies, including large electric load tariffs and contract structures.

This work will be conducted by Raftelis with support as needed by GridCo Partners.

### **DELIVERABLES**

- Raftelis and GridCo Partners will provide a comprehensive memorandum detailing a summary of our work under each of these tasks along with observations and identified risks and general confirmation of technical, financial, operational, and regulatory plans for FPD and the related parties.
- Raftelis and GridCo Partners will engage in meetings and discussions with City leaders and the City Council as directed. We will prepare presentation materials in support of these meetings.

Raftelis and the City acknowledge and agree that Raftelis and GridCo Partners do not guarantee any outcomes or results, and do not practice law or provide legal advice. Further, Raftelis will rely on the data and information provided by or on behalf of the City to perform the services described above.

# Fee

Raftelis proposes performing the work outlined above for the not-to-exceed hourly fees presented below. Our work plan identifies the level of effort anticipated for each task and the hourly rates used to develop our cost proposal. It is our practice to bill monthly for fees and expenses as they are incurred during a project.

We do not anticipate traveling for this assignment and have not included any associated costs. Meetings with your team and other key stakeholders will be conducted as needed via web-meetings. We are glad to arrange travel as needed at your direction. Travel costs will be billed in addition to the fees shown below.

| Tasks                                               | Meetings |           | Hours           |                            |                 |                          |             | Total Fees & Expenses |
|-----------------------------------------------------|----------|-----------|-----------------|----------------------------|-----------------|--------------------------|-------------|-----------------------|
|                                                     | Virtual  | In Person | Steven Courtney | Raftelis Senior Consultant | Shaun Moran     | GridCo Senior Consultant | Total Hours |                       |
| 1. Pro Forma Cost Estimates and Financial Forecasts | 1        |           | 24              | 16                         | 8               | 0                        | 48          | \$16,160              |
| 2. Planned Electric Equipment Infrastructure        | 1        |           | 16              | 0                          | 40              | 20                       | 76          | \$26,100              |
| 3. Planned Utility Operating Functions              | 1        |           | 12              | 0                          | 24              | 8                        | 44          | \$15,540              |
| 4. Business Structure and Obligations               | 1        |           | 20              | 8                          | 8               | 0                        | 36          | \$12,580              |
| <b>Total Meetings / Hours</b>                       | <b>4</b> |           | <b>72</b>       | <b>24</b>                  | <b>80</b>       | <b>28</b>                | <b>204</b>  | <b>–</b>              |
| <b>Hourly Billing Rates</b>                         | <b>–</b> | <b>–</b>  | <b>\$375</b>    | <b>\$260</b>               | <b>\$375</b>    | <b>\$255</b>             | <b>–</b>    | <b>–</b>              |
| <b>Total Professional Fees</b>                      | <b>–</b> | <b>–</b>  | <b>\$27,000</b> | <b>\$6,240</b>             | <b>\$30,000</b> | <b>\$7,140</b>           | <b>–</b>    | <b>\$70,380</b>       |
| <b>Travel Expenses</b>                              |          |           |                 |                            |                 |                          |             | <b>\$0</b>            |
| <b>Total Fees &amp; Expenses</b>                    |          |           |                 |                            |                 |                          |             | <b>\$70,380</b>       |

We look forward to the opportunity to serve the City of Fernley. If you have any questions, please don't hesitate to contact me.

Steven Courtney  
 227 W. Trade Street, Suite 1400, Charlotte, NC 28202  
 O: 704.373.1199 / M: 704.497.3622 / E: [scourtney@raftelis.com](mailto:scourtney@raftelis.com)

Sincerely,



**Steven Courtney**  
*Vice President & Energy Finance Practice Leader*

The City of Fernley NV accepts the terms of this engagement letter and proposal:

|                          |              |
|--------------------------|--------------|
| Approved: _____          | Date: _____  |
| Name of Signatory: _____ | Title: _____ |

## Steven Courtney – Vice President, Raftelis

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Detail                                                                                                                        |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| <b>Education</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | B.S. Mechanical Engineering, North Carolina State University;<br>M.S. Management, Georgia Tech                                |
| <b>Prior Experience</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>ScottMadden, Inc.</b> – Director, Energy Practice<br>(Management consultant to energy and utility companies)               |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <b>Shaw Group, Inc.</b> – Director, Strategic Planning, Power Group<br>(Industrial engineering, procurement and construction) |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <b>Black River Energy, LLC</b> – Vice President<br>(Electric generation development and operating company)                    |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <b>Mirant Corp.</b> – Finance Manager<br>(Electric generation development and operating company)                              |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <b>J.A. Jones</b> – Construction Engineer, Power Group                                                                        |
| <b>Key Expertise</b><br><br><p>Steve Courtney is the Energy Finance Practice Leader for Raftelis. Steve has worked in the energy and utilities industry as a consultant and in corporate leadership roles for more than 30 years. His primary areas of expertise include power generation technologies and applications, financial analysis, strategic and business planning, wholesale energy markets, and electric utility operations.</p> <p>He has conducted strategic and operational assessments of numerous electric utility operating functions including electric transmission, information technology services, customers engagement, economic development, and generation operations. Steve has extensive experience in financial analysis and modeling of electric infrastructure investment initiatives. His electric generation experience includes responsibilities as both principal manager for an operating company and as a field construction engineer building both natural gas and coal generation facilities.</p> <p>He is a registered Professional Engineer (Inactive) in the state of North Carolina and holds the Chartered Financial Analyst (CFA) designation.</p> |                                                                                                                               |

## Shaun Moran – Principal Consultant, GridCo Partners

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Detail                                                                                 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
| <b>Education</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | B.S. Electrical Engineering, University of Illinois Chicago;<br>MBA, Purdue University |
| <b>Industry Role</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | IEEE Data Center Task Force Vice Chair                                                 |
| <b>Prior Experience</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <b>Jacobs</b> – Director T&D, Utility Engineering, Grid Integration                    |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <b>Commonwealth Edison (ComEd)</b> – Senior Manager Capacity Planning                  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>ENTrust Solutions</b> – Director T&D Utility Engineering Grid Integration           |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>Eversource Energy</b> – Manager Electric System Planning                            |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>NiSource (NIPSCO)</b> – Manager Electric System Planning & Relay Protection         |
| <b>Key Expertise</b><br><br><p>Two decades in transmission, distribution, and generation integration across ComEd, Jacobs, ENTrust, Eversource, and NiSource. Vice Chair of the IEEE Data Center Task Force. Led the capacity planning analysis for the City of Chicago electric franchise and municipalization separation study on one of the largest urban distribution systems in the U.S.</p> <p>Has led 75+ transmission interconnection studies up to 1,500 MW for hyperscale data centers, gas, and storage across WECC, MISO, NYISO, and ISO NE. Recognized SME on NERC reliability standards and FERC/state regulatory processes. Shaun is supporting the integration of numerous 200MW – 1GW large loads with the surrounding transmission system including evaluation of grid access strategies, temporary power, flexibility, alternative connection and self-build transmission options, and co-located generation (gas, diesel, renewable, BESS) tied directly to the campus interconnection.</p> <p>His direct PJM, MISO, ERCOT, as well as direct WECC project history (850 MW PV+BESS in Arizona (APS), 500 MW data center load in Arizona, and 200 MW data center load in California) and IEEE Data Center Task Force leadership position him at the center of the emerging technical standards that will shape review of a load of this scale.</p> |                                                                                        |



# CITY OF FERNLEY

## City Council AGENDA REPORT

**Meeting Date: June 3, 2026**

**REPORT TO:** Mayor and City Council

**REPORT FROM:** Aaron Smith

**FINANCIAL IMPACT:**

Yes: X

No:

**CURRENTLY BUDGETED:**

Yes: X

No:

**FUND/ACCOUNT:**

510-840-320

**ACTION REQUESTED:** Consent

**AGENDA ITEM:**

Discussion and possible action for approval of a contract with Jensen Engineering Inc. to provide design, bid services and construction management for the Water Treatment Plant, Generator Connection Project for an amount not to exceed \$48,500.

**AGENDA ITEM BRIEF:**

Discussion and possible approval of a contract with Jensen Engineering Inc. to provide design, bid services and construction management for the Water Treatment Plant, Generator Connection Project. The Water Treatment Plant has no specified connection point to plug in a temporary generator. This project would identify and design a specific and permanent location for a temporary emergency generator to be parked at the Plant and provide power if the current generator is out of service. The Plant generator is currently out of service and is being repaired. Providing a connection point for an alternate generator is urgent because there is currently no backup generator power available. The cost of this contract will be \$48,500.00

**RECOMMENDED MOTION:**

I move to approve Approve a contract with Jensen Engineering Inc. to provide design, bid services and construction management for the Water Treatment Plant, Generator Connection Project for an amount not to exceed \$48,500.

**BUSINESS IMPACT (per NRS Chapter 237):**

N/A

See attached report for background, analysis, alternatives.

**ALTERNATIVES:**



Not approve and possibly not succeed or damage the electrical system at the Water Treatment Plant when attempting to connect a temporary generator.

**BACKGROUND:**

The Water Treatment Plant back-up generator is off-line and being repaired. Several temporary generator rental companies have been contacted, and none of them were confident in connecting to the Plant system to provide power. The Plant has overlapping power and control systems that work together and are not clear how they work, or how power can be supplemented beyond the original design.

**RELEVANT LAWS, STATUTES, AND REGULATIONS:**

NRS 338

**FINANCIAL IMPLICATIONS:**

Not installing the connection point could leave the Plant without power if generator and power company fail.

**ATTACHMENTS:**

1. Jensen contract\_scope\_cost

# CONTRACT

## A Contract for Professional Services

THIS CONTRACT is made and entered into this \_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_, by and between the CITY OF FERNLEY, a municipal corporation within the State of Nevada whose address is 595 Silver Lace Blvd, Fernley, Nevada 89408 (the "City"), and \_\_Jensen Engineering Inc.\_\_\_\_, a \_Contractor\_, whose address is: \_\_\_\_\_9655 Gateway Dr. Suite A. Reno, NV 89521\_\_\_\_("Contractor").

WHEREAS, Nevada Revised Statutes ("NRS") Chapter 266 authorizes the City to engage the services of independent contractors; and

WHEREAS, the services of Contractor are deemed to be both necessary and in the best interests of the City; and

WHEREAS, the City desires to retain the services of Contractor on the terms and conditions set forth in this Contract;

NOW, THEREFORE, in consideration of the aforesaid premises, the parties mutually agree as follows:

1. **CONTRACT TERM:** This Contract shall be effective from the day it is approved by the City Council (which date shall be inserted into the introductory paragraph of this Contract) and, subject to appropriation, shall remain in full force and effect until the services are completed unless terminated earlier pursuant to Section 6.

### 2. **CONTRACTOR'S SERVICES:**

#### a. **Description of Services.**

##### i. **Attachments:**

1. **Attachment A.** Scope of Work. Contractor hereby agrees to provide the services set forth in the Scope of Work attached hereto as Attachment A and incorporated herein by this reference.

ii. **Standard Of Care.** Notwithstanding anything to the contrary in this agreement or in any other contract document relating to the project, in performing its work under this agreement Contractor shall perform its services to the standard of care of a reasonable professional that is performing the same or similar work, at the same time and locality and under the same or similar conditions faced by Contractor Cooperation with City. Contractor agrees that its officers, associates,

\_\_\_\_\_  
Contractor's Initial

\_\_\_\_\_  
CoF Representative

# CONTRACT

## A Contract for Professional Services

employees and subcontractors will cooperate with the City in providing the services under this Contract and will be, with advance notice, available for consultation with the City at such reasonable times as to not conflict with the City's other responsibilities.

- iii. **General Warranty.** Contractor warrants that all services, deliverables, and/or work product under this Contract shall be completed in a workmanlike manner consistent with standards in the trade, profession, or industry; shall conform to or exceed the specifications set forth in the incorporated attachments; and shall be fit for ordinary use, of good quality, with no material defects.

### 3. REQUIRED APPROVALCOMPENSATION AND TERMS OF PAYMENT:

- a. **Compensation.** The City agrees to pay Contractor for the services set forth in the Scope of Work either a lump sum fee or an hourly fee based on the Fee Schedule attached hereto as Attachment A and incorporated herein by this reference.
- b. **Reimbursable Expenses.** Contractor agrees that all of its direct and indirect expenses are included in the lump sum or hourly fee set forth in the Fee Schedule, unless the Fee Schedule specifically provides otherwise.
- c. **Payment Invoicing.** Contractor shall submit an invoice for payment for the services provided by Contractor based on the manner or method of payment set forth in Attachment A (Scope of Work) and Attachment B (Fee Schedule).
- d. **Timeliness of Billing.** Contractor acknowledges and agrees that timeliness of billing is of the essence to this Contract and recognizes that the City is on a fiscal year ending on June 30. All invoices for services rendered prior to July 1 must be submitted to the City no later than 30 days after the end of the fiscal year.

- 4. **NOTICE:** All notices or other communications required or permitted to be given hereunder shall be deemed delivered: (i) when written notice is received by the party to whom it is directed, if delivered personally, or by email; or (ii) three (3) days after deposit with the United States Post Office, if mailed by certified mail, return receipt requested, postage prepaid and addressed to the party to be notified. Notices shall be addressed as follows:

If to the City:                      City Manager  
                                                 City of Fernley  
                                                 595 Silverlace Blvd.  
                                                 Fernley, NV 89408

# CONTRACT

## A Contract for Professional Services

If to Contractor:      Jensen Engineering Inc.  
9655 Gateway Dr. Suite A.  
Reno, NV 89521

### 5. INSPECTION & AUDIT:

- a. **Books and Records.** Contractor agrees to keep and maintain under general accepted accounting principles (GAAP) full, true and complete records, contracts, books, and documents as are necessary to fully disclose to the City, the State of Nevada or the United States Government, or their authorized representatives, upon audits or reviews, sufficient information to determine compliance with all state and federal regulations and statutes.
- b. **Inspection & Audit.** Contractor agrees that the relevant books, records (written, electronic, computer related or otherwise), including, without limitation, relevant accounting procedures and practices of Contractor or its subcontractors, financial statements and supporting documentation, and documentation related to the performance of this Contract shall be subject, at any reasonable time, to inspection, examination, review, audit, and copying at any office or location of Contractor where such records may be found, with or without notice by the City, and with regard to any federal funding, the relevant federal agency, the Comptroller General, the General Accounting Office, the Office of the Inspector General, or any of their authorized representatives. All subcontracts shall reflect the requirements of this paragraph.
- c. **Period of Retention.** All books, records, reports, and statements relevant to this Contract must be retained a minimum three years and for five years if any federal funds are used under this Contract. The retention period runs from the date of payment for the relevant services by the City, or from the date of termination of this Contract, whichever is later. Retention time shall be extended when an audit is scheduled or in progress for a period reasonably necessary to complete an audit and/or to complete any administrative and judicial litigation which may ensue.

### 6. TERMINATION OR SUSPENSION:

- a. **Suspension.** The City may suspend, without cause, the performance by Contractor under this Contract for such period of time as the City, in its sole discretion, may prescribe by providing written notice to Contractor. The suspension shall be effective as of the date set forth in the written notice.

# CONTRACT

## A Contract for Professional Services

With such suspension, the City agrees to pay Contractor the amount of compensation earned as of the effective date of the suspension.

- b. **Termination Without Cause.** The City reserves the right to terminate this Contract without cause or default on the part of Contractor with ten (10) days' prior written notice to Contractor. In the event of termination, without cause or default, the City agrees to pay Contractor for the services performed before the date that notice of termination is received by Contractor.
- c. **Termination for Non-Appropriation.** Contractor acknowledges that the City is a governmental entity and the Contract's validity is based upon the availability of public funding under its authority. The City reserves the right to reduce estimated or actual quantities, in whatever amount necessary, without prejudice or liability to the City, if funding is not available or if legal restrictions are placed upon the expenditure of monies for the services required under this Contract. In addition, without prejudice or liability to the City, if funding is not appropriated or otherwise made available to support the continuation of this Contract in any fiscal year succeeding the first fiscal year, this Contract will be deemed to have been terminated automatically when appropriated funds expire and are not available.
- d. **Default or Breach.** A default or breach (an "Event of Default") may be declared with or without termination. Each of the following shall constitute an Event of Default:
  - i. If Contractor fails, in the judgment of the City, to provide or satisfactorily perform any of the conditions, work, deliverables, goods, or services called for by this Contract, and such failure continues for more than fifteen (15) days after written notice is delivered to Contractor provided that if the nature of such breach is such that although curable, the breach cannot reasonably be cured within a fifteen (15) day period, an Event of Default shall not exist if Contractor shall commence to cure such breach and thereafter rectifies and cures such breach with due diligence, but in no event later than sixty (60) days after the written notice;
  - ii. If any state, county, city or federal license, authorization, waiver, permit, qualification or certification required by statute, ordinance, law, or regulation to be held by Contractor to provide the goods or services required by this Contract is for any reason denied, revoked, debarred, excluded, terminated, suspended, lapsed, or not renewed; or
  - iii. If Contractor: (i) becomes insolvent, subject to receivership, or voluntarily or involuntarily subject to the jurisdiction of the bankruptcy

# CONTRACT

## A Contract for Professional Services

court; (ii) makes a general assignment for the benefit of creditors; (iii) admits in writing to the inability to pay its debts as they become due; or (iv) takes any action for the purpose of effecting any of the foregoing.

- e. **For Cause Termination and Time to Correct. For Cause Termination and Time to Correct.** This Contract may be terminated by the non-defaulting party upon a declared default or breach only after service of formal written notice as specified in paragraph (4), and the subsequent failure of the defaulting party within a reasonable time of receipt of that notice to provide evidence, satisfactory to the non-defaulting party, showing that the declared default or breach has been corrected or is being corrected as expeditiously as is prudent and practicable.
- f. **Winding Up Affairs upon Termination.** If this Contract is terminated for any reason, the parties agree that the provisions of this paragraph survive termination:
- i. The parties shall account for and properly present to each other all claims for fees and expenses and pay those which are undisputed and otherwise not subject to set off under this Contract. Neither party may withhold performance of winding up provisions solely based on nonpayment of fees or expenses accrued up to the time of termination.
  - ii. Contractor shall satisfactorily complete work in progress at the agreed rate (or a pro rata basis if necessary) if requested by the City.
  - iii. Contractor shall execute any documents and take any actions necessary to effectuate an assignment of this Contract if requested by the City; and
  - iv. Contractor shall preserve, protect, and promptly deliver possession to the City of all proprietary information in accordance with Section 18.
  - v. If dispute(s) arise during the winding up of affairs upon termination, the parties agree to meet and negotiate in good faith to resolve any such disputes(s).

7. **REMEDIES:** Except as otherwise provided for by law or this Contract, the rights and remedies of the parties shall not be exclusive and are in addition to any other rights and remedies provided by law or equity, including, without limitation, actual damages exclusive of lost profits.

# CONTRACT

## A Contract for Professional Services

8. **ATTORNEYS' FEES, COSTS, AND EXPENSES:** Unless otherwise stated herein, the parties will bear their own attorneys' fees, costs, and expenses in connection with the negotiation, execution, and performance of this Contract.
9. **LIMITED LIABILITY:** Contract liability of both parties shall not be subject to punitive damages. Liquidated damages shall not apply unless otherwise specified in the Attachments. Damages for any default or breach by the City shall never exceed the amount of funds appropriated for payment under this Contract, but not yet paid to Contractor, for the fiscal year budget in existence at the time of the default or breach.
10. **FORCE MAJEURE:** Neither party shall be deemed to be in violation of this Contract if it is prevented from performing any of its obligations hereunder due to strikes, failure of public transportation, civil or military authority, act of public enemy, accidents, fires, explosions, or acts of God, including, without limitation, earthquakes, floods, winds, or storms. In such an event the intervening cause must not be through the fault of the party asserting such an excuse, and the excused party is obligated to promptly perform in accordance with the terms of this Contract after the intervening cause ceases.
11. **INDEMNIFICATION:** Contractor shall indemnify, defend, and hold harmless the City, its elected officials, officers, employees, agents, and consultants (collectively, the "City party") from and against any and all claims, liabilities, damages, losses, suits, actions, decrees, arbitration awards, judgments, and any other costs or expenses, including reasonable attorney fees (collectively, "Liabilities"), which may be recovered from or sought against the City party as a result of, by reason of, or as a consequence of: (i) any act or omission, negligent or otherwise, on the part of Contractor, its officers, employees, independent contractors, sub-contractors, vendors, suppliers, consultants, or agents; or (ii) any default in the performance of any obligation of Contractor to be performed under the terms of this Contract, regardless of whether such default is an Event of Default hereunder. In no event shall the language of this Section constitute or be construed as a waiver or limitation of the City's rights or defenses with regard to sovereign immunity, governmental immunity, or other official immunities and protections provided by the Federal and State constitutions or by law. It is expressly agreed that Contractor shall defend the City party at Contractor's expense, by legal counsel reasonably satisfactory to the City, against the Liabilities and in the event that Contractor fails to do so, the City shall have the right, but not the obligation, to defend the same and to charge all direct and incidental costs, including attorney's fees and court costs, to Contractor. Contractor's indemnity obligations herein are not intended to nor shall they relieve any insurance carrier of its obligations under policies required to be carried by Contractor pursuant to the provisions of this Contract. Contractor's obligations under this Section 11 shall survive any termination of this Contract.
12. **INDEPENDENT CONTRACTOR:** Contractor is associated with the City only for the purposes and to the extent specified in this Contract, and in respect to performance

# CONTRACT

## A Contract for Professional Services

of the contracted services pursuant to this Contract, Contractor is and shall be an independent contractor and, subject only to the terms of this Contract, shall have the sole right to supervise, manage, operate, control, and direct performance of the details incident to its duties under this Contract. Nothing contained in this Contract shall be deemed or construed to create a partnership or joint venture, to create relationships of an employer-employee or principal-agent, or to otherwise create any liability for the City whatsoever with respect to the indebtedness, liabilities, and obligations of Contractor or any other party. Contractor shall be solely responsible for, and the City shall have no obligation with respect to: (1) withholding of income taxes, FICA or any other taxes or fees; (2) industrial insurance coverage; (3) participation in any group insurance plans available to employees of the City; (4) participation or contributions by either Contractor or the Public Employees Retirement System; (5) accumulation of vacation leave or sick leave; or (6) unemployment compensation coverage provided by the City. Contractor shall indemnify and hold the City harmless from, and defend the City against, any and all losses, damages, claims, costs, penalties, liabilities, and expenses arising or incurred because of, incident to, or otherwise with respect to any such taxes or fees. Neither Contractor nor its employees, agents, or representatives shall be considered employees, agents, or representatives of the City.

- 13. INSURANCE:** Unless expressly waived in writing by the City, Contractor shall, at Contractor's sole expense, procure, maintain and keep in force during the entire term of this Contract those policies of insurance which have been agreed to by the parties as evidenced by the parties initials in the signature spaces provided below. The City shall have no liability except as specifically provided in this Contract. Contractor shall not commence work before Contractor has provided the required evidence of insurance to the City. Any insurance or self-insurance available to the City shall be in excess of, and non-contributing with, any insurance required from Contractor. Contractor's insurance policies shall apply on a primary basis. Until such time as the insurance is no longer required by the City, Contractor shall provide the City with renewal or replacement evidence of insurance no less than thirty (30) days before the expiration or replacement of the required insurance. If at any time during the period when insurance is required by this Contract, an insurer or surety shall fail to comply with the requirements of this Contract, as soon as Contractor has knowledge of any such failure, Contractor shall immediately notify the City and immediately replace such insurance or bond with an insurer meeting the requirements.

COF

CTR

- a. **Workers' Compensation and Employer's Liability Insurance.** Industrial insurance protecting Contractor and the City from potential employee claims based upon job-related sickness, injury, or accident, during the performance of this Contract. Contractor shall provide a work certificate issued by a qualified insurer in accordance with NRS 616B.627. Prior to commencing any work, Contractor shall complete and provide the following written request to a qualified insurer:

\_\_\_\_ Contractor's Initial

\_\_\_\_ CoF Representative



# CONTRACT

## A Contract for Professional Services

CONTACTOR NAME has entered into a contract with Owner to perform work from THE \_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_ to THE \_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_ and requests that an industrial insurance provider qualified and licensed to offer such insurance within the State of Nevada, provide to The City of Fernley, Nevada 1) a certificate of coverage issued pursuant to NRS 616B.627 and 2) notice of any lapse in coverage or nonpayment of coverage that Contractor is required to maintain. The certificate and notice should be mailed to:

City of Fernley  
595 Silver Lace Blvd  
Fernley, NV 89408

Contractor may, in lieu of furnishing a certificate of an insurer, provide an affidavit indicating that Contractor is a sole proprietor and that: (1) In accordance with the provisions of NRS 616B.659, Contractor has not elected to be included within the terms, conditions, and provisions of NRS chapters 616A to 616D, inclusive; and (2) Contractor is otherwise in compliance with those terms, conditions and provisions.

|     |
|-----|
| COF |
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| CTR |
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b. **Professional Liability Insurance.**

- i. Minimum Coverage Limit required (not deductible amount): \$1,000,000 Each Claim, \$2,000,000 Aggregate.
- ii. Retroactive date: Prior to commencement of the performance of this Contract
- iii. Discovery period: Three (3) years after the termination date of this Contract.

c. **General Requirements.**

- i. Additional Insured: By endorsement to the general liability insurance policy evidenced by Contractor, ***the City of Fernley, its officers, employees, and immune contractors*** shall be named as additional insureds for all liability arising from this Contract.
- ii. Waiver of Subrogation: Each insurance policy shall provide for a waiver of subrogation in favor of the City.

\_\_\_\_ Contractor's Initial

\_\_\_\_ CoF Representative

# CONTRACT

## A Contract for Professional Services

- iii. Cross-Liability: All required liability policies shall provide cross-liability coverage as would be achieved under the standard ISO separation of insureds clause.
  - iv. Deductibles and Self-Insured Retentions: Insurance maintained by Contractor shall apply on a first dollar basis without application of a deductible or self-insured retention unless otherwise specifically agreed to by the City. Such approval shall not relieve Contractor from the obligation to pay any deductible or self-insured retention. Any deductible or self-insured retention shall not exceed \$5,000 per occurrence, unless otherwise approved by the City.
  - v. Policy Cancellation: Except for ten days' notice for non-payment of premium, each insurance policy shall be endorsed to state that; without thirty (30) days prior written notice to the City, the policy shall not be canceled, non-renewed or coverage and/or limits reduced or materially altered, and shall provide that notices required by this paragraph shall be sent by certified mail to the address shown below.
  - vi. Approved Insurer: Each insurance policy shall be issued by insurance companies: (a) authorized to do business in the State of Nevada or eligible surplus lines insurers acceptable to the City and having agents in the State of Nevada upon whom service of process may be made; and (b) currently rated by A.M. Best as "A-VII" or better.
- d. **Evidence of Insurance.** Prior to the start of any work, Contractor must provide the following documents to the City:
- i. Certificate of Insurance: The Acord 25 Certificate of Insurance form or a form substantially similar must be submitted to the City to evidence the insurance policies and coverages required of Contractor.
  - ii. Additional Insured Endorsement: An Additional Insured Endorsement (CG20 10 or C20 26), signed by an authorized insurance company representative, **must** be submitted to the City to evidence the endorsement of the City as an additional insured per General Requirements, Subsection 1) above.
  - iii. Schedule of Underlying Insurance Policies: If an Umbrella or Excess insurance policy is evidenced to comply with minimum limits, a copy of the underlying schedule from the Umbrella or Excess insurance policy may be required.
  - iv. Review and Approval: Documents specified above must be submitted for review and approval by the City prior to the commencement of work by Contractor. Neither approval by the City nor failure to disapprove the

# CONTRACT

## A Contract for Professional Services

insurance furnished by Contractor shall relieve Contractor of Contractor's full responsibility to provide the insurance required by this Contract. Compliance with the insurance requirements of this Contract shall not limit the liability of Contractor or its sub-contractors, employees or agents to the City or others, and shall be in addition to and not in lieu of any other remedy available to the City under this Contract or otherwise. The City reserves the right to request and review a copy of any required insurance policy or endorsement to assure compliance with these requirements. Contractor will mail all required insurance documents to the City at the address identified in section 4 of this Contract.

- e. **Failure to Maintain Required Coverages.** If Contractor fails to carry the required insurance, the City may: (i) order Contractor to stop further performance of the Contract, and declare contractor in breach, terminate the Contract if such breach is not remedied; or (ii) purchase replacement insurance and withhold the costs or premium payments made from the payments due to Contractor or charge the replacement insurance costs back to Contractor.

- 14. **COMPLIANCE WITH LEGAL OBLIGATIONS:** Contractor shall procure and maintain for the duration of this Contract any state, county, city or federal license, authorization, waiver, permit, qualification or certification required by statute, ordinance, law, or regulation to be held by Contractor to provide the goods or services required by this Contract. Contractor will be responsible to pay all taxes, assessments, fees, premiums, permits, and licenses required by law. Real property and personal property taxes are the responsibility of Contractor in accordance with NRS 361.157 and 361.159. Contractor agrees to be responsible for payment of any such government obligations not paid by its subcontractors during performance of this Contract.
- 15. **WAIVER OF BREACH:** Failure to declare a breach or the actual waiver of any particular breach of this Contract or its material or nonmaterial terms by either party shall not operate as a waiver by such party of any of its rights or remedies as to any other default or breach.
- 16. **SEVERABILITY:** If any portion, provision, or part of this Contract is held, determined, or adjudicated by any court of competent jurisdiction to be invalid, unenforceable, or void for any reason whatsoever, each such portion, provision, or part shall be severed from the remaining portions, provisions, or parts of this Contract, and such determination or adjudication shall not affect the validity or enforceability of such remaining portions, provisions, or parts.
- 17. **ASSIGNMENT/DELEGATION:** To the extent that any assignment of any right under this Contract changes the duty of either party, increases the burden or risk involved, impairs the chances of obtaining the performance of this Contract, attempts to

# CONTRACT

## A Contract for Professional Services

operate as a novation, or includes a waiver or abrogation of any defense to payment by the City, such offending portion of the assignment shall be void, and shall be a breach of this Contract. Contractor shall neither assign, transfer nor delegate any rights, obligations, or duties under this Contract without the prior written consent of the City.

- 18. PROPRIETARY INFORMATION:** Any reports, histories, studies, tests, manuals, instructions, photographs, negatives, blue prints, plans, maps, data, system designs, computer code (which is intended to be consideration under this Contract), or any other documents or drawings, prepared or in the course of preparation by Contractor (or its subcontractors) in performance of its obligations under this Contract shall be the exclusive property of the City and all such materials shall be delivered into the possession of the City by Contractor upon completion, termination, or cancellation of this Contract. Contractor shall not use, willingly allow, or cause to have such materials used for any purpose other than performance of Contractor's obligations under this Contract without the prior written consent of the City. Notwithstanding the foregoing, the City shall have no proprietary interest in any materials licensed for use by the City that are subject to patent, trademark, or copyright protection.
- 19. PUBLIC RECORDS:** Pursuant to NRS 239.010, information or documents received from Contractor may be open to public inspection and copying. The City will have the duty to disclose unless a particular record is made confidential by law or a common law balancing of interests. Contractor may label specific parts of an individual document as a "trade secret" or "confidential," provided that Contractor thereby agrees to indemnify and defend the City for honoring such a designation. The failure to so label any document that is released by the City shall constitute a complete waiver of any and all claims for damages caused by any release of the records.
- 20. FEDERAL FUNDING:** In the event federal funds are used for payment of all or part of this Contract:
- a. Contractor certifies, by signing this Contract, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency. This certification is made pursuant to the regulations implementing Executive Order 12549, Debarment and Suspension, 28 C.F.R. pt. 67, § 67.510, as published as pt. VII of the May 26, 1988, Federal Register (pp. 19160-19211), and any relevant program-specific regulations. This provision shall be required of every subcontractor receiving any payment in whole or in part from federal funds.
  - b. Contractor and its subcontractors shall comply with all terms, conditions, and requirements of the Americans with Disabilities Act of 1990 (P.L. 101-136), 42

# CONTRACT

## A Contract for Professional Services

U.S.C. 12101, as amended, and regulations adopted thereunder contained in 28 C.F.R. 26.101-36.999, inclusive, and any relevant program-specific regulations.

- c. Contractor and its subcontractors shall comply with the requirements of the Civil Rights Act of 1964, as amended, the Rehabilitation Act of 1973, P.L. 93-112, as amended, and any relevant program-specific regulations, and shall not discriminate against any employee or offeror for employment because of race, national origin, creed, color, sex, religion, age, disability or handicap condition (including AIDS and AIDS-related conditions.)
21. **LOBBYING:** The parties agree, whether expressly prohibited by federal, state or local law, or otherwise, that no funding associated with this Contract will be used for any purpose associated with or related to lobbying or influencing or attempting to lobby or influence any of the following: (a) any federal, state, county or local agency, legislature, commission, council or board; (b) any federal, state, county or local legislator, commission member, council member, board member, or other elected official; or (c) any officer or employee of any federal, state, county or local agency; legislature, commission, council or board.
22. **CERTIFICATION REQUIRED BY NEVADA SENATE BILL 26 (2017):** By signing this Agreement, the CONSULTANT provides a written certification, as a material part of this Agreement, that the CONSULTANT is not currently engaged in, and during the Term shall not engage in, a boycott of Israel. The term "boycott of Israel" has the meaning ascribed to that term in Section 3 of Nevada Senate Bill 26 (2017). The CONSULTANT shall be responsible for fines, penalties, and repayment of any State of Nevada or federal funds that may arise (including those that the CITY pays, becomes liable to pay, or becomes liable to repay) as a direct result of the CONSULTANT's non-compliance with this Section. If, at any time during the formation or duration of this Agreement, CONSULTANT is engaged or engages in a boycott of Israel, it will constitute a material breach of this Agreement.
23. **PROPER AUTHORITY:** Contractor represents and warrants Contractor has full power and authority to enter into this Contract. Any services performed by Contractor before this Contract is effective or after it ceases to be effective are performed at the sole risk of Contractor.
24. **GOVERNING LAW; VENUE:** This Contract will be interpreted, and the rights and liabilities of the parties determined, in accordance with the laws of the State of Nevada, excluding its conflict of laws rules. In any action or proceeding arising under this Contract, each party (a) consents to the jurisdiction of Nevada Courts, and of the pertinent appellate courts, and consents to the venue of such action or proceeding in Lyon County, Nevada courts, (b) irrevocably agrees that all actions or proceedings arising out of or relating to this Contract shall be litigated in such courts, and (c) consents to personal jurisdiction within Lyon County, Nevada. Each party accepts for itself, generally and unconditionally, the exclusive jurisdiction and venue of the aforesaid courts and waives any defense of lack of personal jurisdiction, improper

# CONTRACT

## A Contract for Professional Services

venue, inconvenient forum or any similar defense, and irrevocably agrees to be bound by any non-appealable judgment rendered thereby in connection with this Contract.

- 25. INTEGRATED CONTRACT:** This Contract (including any addenda, exhibits, or attachments incorporated into and made a part of this contract) constitutes the entire agreement and understanding among the parties regarding the matters set forth herein and supersedes all previous negotiations, discussions, and understandings regarding such matters. The parties acknowledge and represent that they have not relied on any promise, inducement, representation, or other statement made in connection with this Contract that is not expressly contained herein. The terms of this Contract are contractual and not a mere recital.
- 26. COUNTERPARTS:** This Contract may be executed in multiple counterparts, each of which shall be deemed an original, and all of such counterparts together shall constitute one and the same instrument.
- 27. ADVICE OF COUNSEL:** Each party hereto represents and agrees that it has had the opportunity to seek and has sought from attorneys any such advice as it deems appropriate with respect to signing this Contract or the meaning of it. Each party has undertaken such independent investigation and evaluation as it deems appropriate and is entering into this Contract in reliance on that and not in reliance on any advice, disclosure, representation or information provided by or expected from any other party or such party's attorneys. This is an agreement of settlement and compromise, made in recognition that the parties may have different, disputed or incorrect understandings, information and contentions, as to facts and law, and with each party compromising and settling any potential correctness or incorrectness of its understandings, information and contentions as to the facts, law, claims, duties, disclosures and conduct occurring before or during the entry into this Contract. No conduct, failure, misunderstanding or misinformation and no claim of fraud or fraudulent inducement occurring prior to or in connection with the execution hereof shall be a ground for rescission hereof or for recovery of damages, except as otherwise expressly provided herein.
- 28. MODIFICATION; NO WAIVER:** The provisions of this Contract, including this paragraph, may be modified or waived only in writing signed by both parties. No waiver with respect to any portion of this Contract shall apply to any other portion of the Contract, and a waiver on one occasion shall not be deemed to be a waiver of the same or any other breach on a future occasion. No course of dealing by any party, and no failure, omission, delay, or forbearance by any party in exercising such party's rights or remedies shall be deemed a waiver of any such rights or remedies or a modification of this Contract.
- 29. INTERPRETATION OF AGREEMENT:** This Contract shall be construed without regard to the party or parties responsible for its preparation and shall be deemed to have been prepared collectively by the parties. Any ambiguity or uncertainty arising

## CONTRACT

### A Contract for Professional Services

herein shall not be interpreted or construed against any party hereto on the basis that a party prepared or drafted a particular provision of this Contract.

30. **COOPERATION OF PARTIES**: The parties agree to cooperate to accomplish the purpose of this Contract and to execute any and all supplementary documents and to take all additional actions not inconsistent with the terms set forth in this Contract that are necessary and appropriate to give full force and effect to the terms and intent of this Contract.
31. **NON-DISCRIMINATION**: In connection with the performance of work under this Contract, Contractor agrees not to discriminate against any employee or applicant for employment because of race, creed, color, national origin, sex, sexual orientation, gender identity or expression, or age, including, without limitation, with regard to employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including, without limitation, apprenticeship. Contractor further agrees to insert this provision in all subcontracts hereunder, except subcontracts for standard commercial supplies or raw materials.

***REMAINDER OF PAGE INTENTIONALLY LEFT BLANK***

# CONTRACT

## A Contract for Professional Services

In witness whereof, the parties hereto have caused this Contract to be signed and intend to be legally bound thereby:

### CITY OF FERNLEY

\_\_\_\_\_  
Mayor, City of Fernley                      Date

\_\_\_\_\_  
City Clerk, City of Fernley                      Date

*Approved as to form:*

\_\_\_\_\_  
City Attorney, City of Fernley                      Date

*Originating Department:*

\_\_\_\_\_  
Department Head                      Date



# CONTRACT

## A Contract for Professional Services

CONTRACTOR, being first duly sworn, deposes and says: That CONTRACTOR. is the Contractor; that NAME OF PERSON REPRESENTING CONTRACTOR has read the foregoing Contract; and that he understands the terms, conditions, and requirements thereof.

CONTRACTOR

BY:

TITLE:

FIRM:

BUSINESS LICENSE #:

Address:

City: State: Zip Code:

Telephone: Fax #:

E-mail Address:

\_\_\_\_\_  
(Signature of Contractor)

DATE SIGNED this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

May 20, 2026

Aaron Smith, P.E.  
City of Fernley  
Utilities Department  
595 Silver Lace Boulevard  
Fernley, NV 89408  
Telephone: 775.784.9934  
Via Email: [asmith@cityoffernley.org](mailto:asmith@cityoffernley.org)

Regarding: City of Fernley Water-Treatment Plant Temporary Generator Connection  
Lyon County, Nevada

Mr. Smith:

Thank you for inviting Jensen Engineering, Inc. to offer a proposal for professional electrical engineering services. The contents of this proposal are based on information provided by you and outline our understanding of the project and the scope of work for Jensen Engineering, Inc. If any portion of this proposal is unclear, does not accurately describe the project, or does not include any of the expected services, please contact me at your nearest convenience.

### **Project Details**

Based on information received from you, I perceive the Scope of Services requested to include electrical engineering activities associated with producing design & specification construction documents for equipment as required to provide a means of temporary generator connection at the existing City of Fernley Water Treatment Plant.

### **Scope of Services**

I understand the scope of services provided by Jensen Engineering will include services as required to accomplish the following tasks:

1. Electrical Engineering Review.
  - a. Review electrical infrastructure associated with existing facility power distribution.
  - b. Assess proposed temporary generator equipment with/at existing facilities.
2. Document Development
  - a. Produce design-document & specification issues for review & coordination with City of Fernley engineering & operation personnel at progress intervals as follows:
    - i. 35% Schematic Design
    - ii. 65% Preliminary Design
    - iii. 90% Final Design
    - iv. 100% Construction Documents  
(Permit Set)
  - b. Design & specify modifications to the existing electrical installation as necessary.
  - c. Design & specification for electrical equipment for new installation proposed.
  - d. Design & specification for power & signal-system conductors and conduit.

City of Fernley Water-Treatment Plant Temporary Generator Connection  
Lyon County, Nevada (continued)

- e. Provide performance specification for facility SCADA-system modifications.
  - f. Provide Structural Engineering to support new installation components proposed.
  - g. Attend coordination meetings associated with each development phase.  
(on-site or via telephone / internet as necessary)
  - h. Incorporation of review comments received at each progress submission.
3. Bid-Phase Services
- a. Prepare bid package documents, including technical specifications, drawings/mark-ups, and clarifications.
  - b. Respond to contractor Requests for Information (RFIs).
  - c. Issue addenda if required.
  - d. Attend the pre-bid meeting.
4. Construction Management Services
- a. Review contractor submittals, shop drawings, and material certifications.
  - b. Provide a construction observation for compliance with design intent.
  - c. Respond to RFIs and provide clarifications during construction.
  - d. Support final punch list development and project closeout.
  - e. Produce a Record Set Issue of the Bid Documents according to contractor markups & modifications made during the course of construction.

**Exclusions**

Under the terms of this proposal the Scope of Services for Jensen Engineering, Inc. does not include:

- 1. Assistance with advertising and distributing bid documents.
- 2. Bid recommendation letter.
- 3. Review contractor bids and provide a recommendation for award.
- 4. Review pay applications and change order requests.
- 5. Prepare field reports and assist with progress tracking.
- 6. Services beyond those described in the Scope of Services above.

**Information and Materials Provided by Others**

Under the terms of this proposal, Jensen Engineering, Inc. understands that

City of Fernley Utilities Department or their agents will provide:

- 1. Design team leadership (project-management, schedules, facility-assistance).
- 2. Direct coordination with City of Fernley Administrative Personnel & Operations Staff.
- 3. In-field assistance & coordination as required to accomplish the Scope of Services.  
(i.e. project-relevant photos, reports, exploration, observations, & comments).

**General Terms and Conditions**

Unless specifically governed by another contract, the following General Terms and Conditions shall also apply to Jensen Engineering, Inc. and City of Fernley (the Client):

- 1. Access to Site: Unless otherwise stated, Jensen Engineering, Inc. will have access to the site for activities necessary for the performance of the engineering services. Jensen Engineering, Inc. will take precautions to minimize inconvenience due to these activities, but has not included in the fee the cost of waiting time.
- 2. Dispute Resolution: Any claims or disputes made during design, construction or post-construction between the Client and Jensen Engineering, Inc. shall be submitted to non-binding mediation. Client and Jensen Engineering, Inc. agree to include a similar mediation agreement with all contractors,

subcontractors, sub-consultants, suppliers and fabricators, thereby providing for mediation as the primary method for dispute resolution between all parties.

3. **Billings/Payments:** Invoices for Jensen Engineering, Inc.'s services shall be submitted, at Jensen Engineering, Inc.'s options, either upon completion of such services or on a monthly basis. Invoices shall be payable within 30 days after the invoice date. If the invoice is not paid with 90 days, Jensen Engineering, Inc. may, without waiving any claim or right against the Client, and without liability whatsoever to the Client, terminate the performance of the service. Retainers shall be credited on the final invoice.
4. **Late Payments:** Accounts unpaid 90 days after the invoice date may be subject to a monthly service charge of 1.5% on the then unpaid balance. In the event any portion or all of an account remains unpaid 90 days after billing, the Client shall pay all costs of collection, including reasonable attorney's fees.
5. **Indemnification:** The Client shall, to the fullest extent permitted by law, indemnify and hold harmless Jensen Engineering, Inc., his or her officers, directors, employees, agents and sub-consultants from and against all damage, liability and cost, including reasonable attorney's fees and defense costs, arising out of or in any way connected with the performance by any of the parties above named of the services under this agreement, excepting only those damages, liabilities or costs attributable to the negligence or willful misconduct of Jensen Engineering, Inc.
6. **Certifications, Guarantees and Warranties:** Jensen Engineering, Inc. shall not be required to execute any document that would result in its certifying, guaranteeing or warranting the existence of conditions whose existence Jensen Engineering, Inc. cannot ascertain.
7. **Limits of Professional Liability:** Jensen Engineering maintains a policy of Professional Liability Insurance. In recognition of the relative risks, rewards, and benefits of the project to both the Client and Jensen Engineering, Inc., the risks have been allocated such that the Client agrees that, to the fullest extent permitted by law, Jensen Engineering, Inc.'s total liability to the Client for any and all injuries, claims, losses, expenses, damage or claim expenses arising out of this agreement from any cause or causes, shall not exceed the total of the engineering design fees collected by Jensen Engineering. Such causes include, but are not limited to, Jensen Engineering, Inc.'s negligence, errors, omissions, strict liability, breach of contract or breach of warranty.
8. **Termination of Services:** This agreement may be terminated by the Client, or Jensen Engineering, Inc., should the other fail to perform its obligations hereunder. In the event of termination, the Client shall pay Jensen Engineering, Inc. for all services rendered to the date of termination, all reimbursable expenses, and reimbursable termination expenses. **Ownership of Documents:** All documents produced by Jensen Engineering, Inc. under this agreement shall be considered as the property of the Client; however, the Client may not use the documents prepared under the terms of this proposal for any other endeavors than those for which they were intended without the written consent of Jensen Engineering, Inc.
9. **Ownership of Documents:** All documents produced by Jensen Engineering, Inc. under this agreement shall be considered as the intellectual property of Jensen Engineering, Inc.; however, the Client may freely use the documents prepared under the terms of this proposal for the project for which they were intended. The Client may not use the documents prepared under the terms of this proposal for any other endeavors than those for which they were intended.

10. Consequential Damages: Notwithstanding any other provision of this Agreement, and to the fullest extent permitted by law, neither the Client nor the Consultant, their respective officers, directors, partners, employees, contractors or sub-consultants shall be liable to the other or shall make any claim for any incidental, indirect or consequential damages arising out of or connected in any way to the Project or to this Agreement. This mutual waiver of consequential damages shall include, but is not limited to, loss of use, loss of profit, loss of business, loss of income, loss of reputation or any other consequential damages that either party may have incurred from any cause of action including negligence, strict liability, breach of contract and breach of strict or implied warranty. Both the Client and the Consultant shall require similar waivers of consequential damages protecting all the entities or persons named herein in all contracts and subcontracts with others involved in this project.
11. Jensen Engineering, Inc. shall not be required to execute any documents subsequent to the signing of this Agreement that in any way might, in the sole judgment of Jensen Engineering, Inc., increase the Consultant's contractual or legal obligations or risks, or adversely affect the availability or cost of its professional or general liability insurance.
12. Standard of Care: In providing services under this Agreement, the Consultant will endeavor to perform in a manner consistent with that degree of care and skill ordinarily exercised by members of the same profession currently practicing under similar circumstances.
13. Jensen Engineering, Inc. shall not be required to include any additional work beyond the scope of services detailed above without formal authorization from the Owner or their agents. Jensen Engineering, Inc. shall be entitled to negotiate schedule and compensation for all added service requests. Added services shall be considered as any work not detailed above such as: significant changes in project scope (size of project, schedule, complexity, etc.) which occur after design commencement, evaluation of Owner or Contractor's quotes or estimates, attendance at project approval or pre-approval meetings (e.g. public hearings, advisory board meetings, regulatory agencies, etc.), preparation of bid alternates, assistance with post-design cost saving measures (i.e. value engineering), or inclusion of electrical utilization equipment added to the project after acceptance of this proposal.

#### **Additional Services Requested**

Jensen Engineering, Inc. proposes to provide additional services beyond those included in the Scope of Services as a separate Scope of Work than as described here. All services not included in the Scope of Services and rendered shall be charged on a time-and-materials basis. Time charges accrued shall be invoiced to the recipient of this proposal unless a mutually agreed upon transfer of services directs time charges for Administration of Contracts for Construction to the Owner or their agents or contractor(s). Jensen Engineering, Inc. reserves the right to reasonable timeframes for performing Administration of Contracts for Construction as detailed here. Jensen Engineering, Inc. expects that all Requests-For-Information (RFIs) will be submitted on an AIA Type form which includes full explanation of the question, what actions have taken by the contractor to resolve the question, and a detailed explanation of the contractor's proposed solution(s). Jensen Engineering, Inc. expects that the Contractor shall publish a schedule for review by Jensen Engineering detailing expected dates for submission of manufacturer's shop-drawings and data-sheets for relevant electrical equipment (as described above).

#### **Anticipated Project Start-Date of Project Completion**

It is expected that the work for this project will commence within the early-half of 2026 (Q2/Q3) and that the project will be completed & accepted by the owner in the later-part of 2027 (Q3/Q4).

City of Fernley Water-Treatment Plant Temporary Generator Connection  
Lyon County, Nevada (continued)

**Fees and Compensation**

Jensen Engineering proposes to accomplish the electrical engineering design work detailed above on a Time & Materials agreement in the amounts of (Not to Exceed):

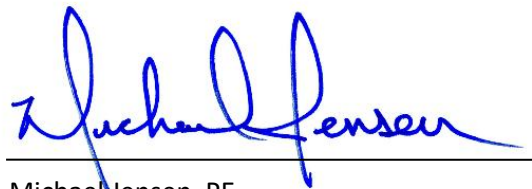
|                                                        |            |
|--------------------------------------------------------|------------|
| Task-1: Record Document & Existing Site Review         | \$ 4,400.  |
| Task-2: Design Development                             |            |
| a. 35% Schematic Design                                | \$ 7,300.  |
| b. 65% Preliminary Design                              | \$ 9,700.  |
| c. 90% Final Design                                    | \$ 12,100. |
| d. 100% Construction / Permit Documents                | \$ 3,900.  |
| e. Bid Documents                                       | \$ 3,400.  |
| Task-3: Bid-Phase Construction Administration Services | \$ 2,800.  |
| Task-4: Construction Management Services               | \$ 4,900.  |
| Total: Forty-Eight Thousand Five Hundred Dollars       | \$ 48,500. |

We understand that an invoice reflecting fees according to the of services listed below will be generated upon task-accomplishment/completion.

- *Any Additional Services or Administration of Contracts for Construction tasks requested beyond those described-above shall be rendered and invoiced on a monthly basis according to Exhibit-A.*
- *We expect the engineering fees and terms and conditions stated here shall be considered valid for a duration of ninety days from the date stated above.*

I appreciate the opportunity to provide this proposal, and I am certainly willing to respond to any questions or provide additional information as required.

This proposal respectfully submitted by,



Michael Jensen, PE

This proposal agreed to and accepted by,

---

Aaron Smith, PE

**EXHIBIT 'A'**  
**2026 STANDARD FEE SCHEDULE**  
**HOURLY RATES**

**OFFICE PERSONNEL**

|                               |              |
|-------------------------------|--------------|
| Principal Electrical Engineer | \$ 250 / hr. |
| Staff Engineer (PM)           | \$ 200 / hr. |
| Electrical Designer           | \$ 165 / hr. |
| CAD (Drafting)                | \$ 125 / hr. |
| Clerical/Administrative       | \$ 90 / hr.  |

**EQUIPMENT**

|                       |                           |
|-----------------------|---------------------------|
| Mileage               | \$ 0.70 / mile            |
| Printing and Plotting | \$ 0.57 / ft <sup>2</sup> |

**OUTSIDE SERVICES**

|     |            |
|-----|------------|
| All | Cost + 15% |
|-----|------------|

**TRAVEL/LODGING/SUBSISTENCE**

|     |            |
|-----|------------|
| All | Cost + 15% |
|-----|------------|



# CITY OF FERNLEY

## City Council AGENDA REPORT

**Meeting Date: June 3, 2026**

**REPORT TO:** Mayor and City Council

**REPORT FROM:** Aaron Smith

**FINANCIAL IMPACT:**

Yes:X

No:

**CURRENTLY BUDGETED:**

Yes:X

No:

**FUND/ACCOUNT:**

510-166100

**ACTION REQUESTED:** Consent

**AGENDA ITEM:**

Discussion and possible action to approve Change Order #1 on the construction of Ricci Tank 2. Cost of CO1 is in the amount of \$37,956.00

**AGENDA ITEM BRIEF:**

This Change Order will provide the bent plate, external rafter system for the new tank, along with a guard rail. This type of tank construction will match the new Water Treatment Plant Tank 2 that was recently constructed. This Change Order 1 also provides an alternate underground pipe location due to a conflict on site.

**RECOMMENDED MOTION:**

Approval

**BUSINESS IMPACT (per NRS Chapter 237):**

No Business Impact is required

**See attached report for background, analysis, alternatives.**

**ALTERNATIVES:**

Do not approve and maintain internal rafter system that will corrode faster.

**BACKGROUND:**

Other Distribution and Raw Water Tanks have seen bad corrosion issues due to internal rafter systems. External



rafter Water Tanks have less surface area and places to corrode, as opposed to internal rafter systems that see constant condensation and moisture.

**RELEVANT LAWS, STATUTES, AND REGULATIONS:**

**FINANCIAL IMPLICATIONS:**

Unmitigated corrosion issues on Water Tanks result in additional metal work and costs to repair.

**ATTACHMENTS:**

1. !CoF Ricci Tank 2 - Change Order #1



May 20, 2026

**Mr. Aaron Smith, PE**  
City of Fernley  
595 Silver Lace Boulevard  
Fernley, Nevada 89408

**Re: Ricci Tank 2 – Change Order Number 1**

Dear Mr. Smith:

The Ricci Tank 2 project was originally bid giving the contractor the option to select the roof system in order to value engineer the project and reduce costs. The most capital cost effective method for this is a traditional interior rafter system. After bidding there was a desire to incorporate an exterior bent plate rafter system to the project. Due to tripping hazards associated with an exterior bent plate system, a full perimeter handrail is also being proposed with this change order. Lastly, in order to tie in the proposed overflow with the existing overflow and drain, the assembly needed to be shifted resulting in an increase in labor and materials.

Shaw has negotiated with RDC for credits for the following items:

|                                                   |                       |
|---------------------------------------------------|-----------------------|
| Elimination of precoat of roof plates and rafters | (\$26,264.32)         |
| Elimination of roof and rafter plate and I-beams  | (\$55,393.18)         |
| 5' reduction of tank height                       | (\$22,128.50)         |
| <b>Total Contractor Credits</b>                   | <b>(\$103,786.00)</b> |

The total of the additional work is as follows:

|                                                        |                     |
|--------------------------------------------------------|---------------------|
| Bent Plate Rafter Roof System and Perimeter Guard Rail | \$129,500.00        |
| <u>(Including Credits above)</u>                       |                     |
| Outlet Piping Reconfiguration                          | \$8,456.00          |
| <b>Total Project Increases</b>                         | <b>\$137,956.00</b> |

A \$100,000 force account was built into this project bid schedule and is eligible to cover a portion of the cost increase. A breakdown of the force account usage is provided below.

|                            |                |
|----------------------------|----------------|
| Force Account              | \$100,000.00   |
| Change Order No 1          | (\$137,956.00) |
| Force Account Remaining    | (\$37,956.00)  |
| Required Contract Increase | \$37,956.00    |
| Change Order Balance       | \$0.00         |

A change order document is attached for review and approval by the City. Backup documentation provided by RDC is also attached with additional change order details. If you have any questions, please email or call.

Sincerely,

**SHAW ENGINEERING**

Owen Wurgler, PE, MSc.  
Project Manager  
owen@shawengineering.com

## CHANGE ORDER NO.: 1

|                |                                   |                                 |                 |
|----------------|-----------------------------------|---------------------------------|-----------------|
| Owner:         | City of Fernley                   | Owner's Project No.:            | PWP LY-2026-214 |
| Engineer:      | Shaw Engineering                  | Engineer's Project No.:         | 24063.00W       |
| Contractor:    | Resource Development Company, LLC | Contractor's Project No.:       | 26-032-A        |
| Project:       | Ricci Tank 2                      |                                 |                 |
| Contract Name: | Ricci Tank 2                      |                                 |                 |
| Date Issued:   | 05/20/2026                        | Effective Date of Change Order: |                 |

The Contract is modified as follows upon execution of this Change Order:

Description: See attached

| Change in Contract Price                                                                                                              | Change in Contract Times                                                                                                                                                                  |
|---------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Original Contract Price:<br>\$ 3,391,700.00                                                                                           | Original Contract Times:<br>Substantial Completion: November 27 <sup>th</sup> , 2026<br>Ready for final payment: December 12 <sup>th</sup> , 2026                                         |
| <b>[Increase] [Decrease]</b> from previously approved Change Orders No. 1 to No. <b>[Number of previous Change Order]</b> :<br>\$ N/A | <b>[Increase] [Decrease]</b> from previously approved Change Orders No.1 to No. <b>[Number of previous Change Order]</b> :<br>Substantial Completion: N/A<br>Ready for final payment: N/A |
| Contract Price prior to this Change Order:<br>\$ 3,391,700.00                                                                         | Contract Times prior to this Change Order:<br>Substantial Completion: November 27 <sup>th</sup> , 2026<br>Ready for final payment: December 12 <sup>th</sup> , 2026                       |
| <b>[Increase] [Decrease]</b> this Change Order:<br>\$ 37,956.00                                                                       | <b>[Increase] [Decrease]</b> this Change Order:<br>Substantial Completion: 10 calendar days<br>Ready for final payment: 10 calendar days                                                  |
| Contract Price incorporating this Change Order:<br>\$ 3,429,656.00                                                                    | Contract Times with all approved Change Orders:<br>Substantial Completion: December 7 <sup>th</sup> , 2026<br>Ready for final payment: December 22 <sup>nd</sup> , 2026                   |

| Recommended by Engineer (if required)                                                                                                                                                                                                                                                                                                                                                                                                                        | Authorized by Owner                                                            |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|
| By: <br><small>Digitally signed by Owen Wargler, P.E.<br/>DN: cn=US, e=owen@shawengineering.com, o=Shaw Engineering,<br/>ou=Shaw Wargler, P.E.<br/>Reason: I agree to the terms defined by the placement of my signature<br/>on this document<br/>Date: 2026.05.20 13:23:48 -07'00'</small><br>Title: Project Manager<br>Date: 05/20/2026<br>_____<br>Authorized by Owner | _____<br>_____<br>_____<br>_____<br>Approved by Funding Agency (if applicable) |
| By: _____<br>Title: _____<br>Date: _____                                                                                                                                                                                                                                                                                                                                                                                                                     | N/A<br>N/A<br>N/A                                                              |

# Change Request Proposal

|                                |                                                                          |                        |                             |
|--------------------------------|--------------------------------------------------------------------------|------------------------|-----------------------------|
| Project:<br>(name and address) | 26-032-A / COF-RICCI TANK 2<br>5 Valley View Drive,<br>Fernley, NV 89408 | Change request number: | PCO 1                       |
|                                |                                                                          | Description:           | PCO 1-BENT RAFTER ROOF REV1 |
| Customer:                      | City of Fernley                                                          |                        |                             |

## Notice to Proceed

|                           |            |
|---------------------------|------------|
| Submitted date:           | 05/13/26   |
| Received date:            |            |
| Rough order of magnitude: | 117,299.19 |

|                   |          |
|-------------------|----------|
| Status:           | Pending  |
| Origination date: | 05/12/26 |

## Quotation

|                       |            |
|-----------------------|------------|
| Submitted date:       | 05/12/26   |
| Due date:             | 05/19/26   |
| Submitted amount:     | 137,956.00 |
| Requested days delay: | 10         |

## Notes

PCO 1.1 – Bent Rafter Roof Add:

Included Credits / Cost Reductions: -\$103,785.89

The pricing includes credits associated with revisions to the originally anticipated roof framing configuration and optimization of the proposed roof support system. These credits have been incorporated directly into the submitted net change value and include reductions for:

- Elimination of precoating roof plate and rafters. -\$26,264.32
- Elimination of roof and rafter plate and I-beams. -\$55,393.18
- Elimination of 5' Shell Plate. -\$22,128.50

This pricing is based on the attached bid proposal, cost and price summary, cost report, and preliminary shop drawings for the revised roof design. The estimate includes approximately 382 manhours, direct costs of, add-on/bond costs of \$118676.29, and contractor markup, resulting in the total proposed amount of \$129,500.00. Additionally full perimeter Handrail has been added to the scope of work.

The preliminary shop drawings include the revised 82-foot diameter by 40-foot high welded steel tank roof arrangement, including cone roof plates, rafter details, tank structure, center column, anchor chair bolts, and ring-wall foundation details. The submitted roof configuration is intended to align with the project requirements for the AWWA D100 welded steel water storage tank.

Please review the attached PCO package and advise if additional information is required for evaluation or approval.

## PCO 1.2 - Outlet Piping Design Change

Total additional cost: \$8,456.00

Included Credits: -\$1,515.82  
> 1 EA 12" Flanged 90

Materials \$5,441.49  
> 1 EA RFCA-PVC  
> 1 EA 12" MJ 90  
> 2 EA 12" MEGA LUG  
> 20 LF 12" DR18 PVC C900  
> 20 LF Trench Safety Devices  
> 6 TN Sand

Total Materials: \$3,925.67  
Total Labor: \$1,697.79  
Total Equipment: \$2,064.14

## Revenue Detail

| Billing Item   | Description                   | Revenue    |
|----------------|-------------------------------|------------|
| 300            | PCO/CO 1.1 - BENT RAFTER ROOF | 129,500.00 |
| 301            | PCO/CO 1.2 - OUTLET PIPING    | 8,456.00   |
| Total Revenue: |                               | 137,956.00 |

## No Pricing Detail

# Change Request Proposal

|                                |                                                                          |                        |                             |
|--------------------------------|--------------------------------------------------------------------------|------------------------|-----------------------------|
| Project:<br>(name and address) | 26-032-A / COF-RICCI TANK 2<br>5 Valley View Drive,<br>Fernley, NV 89408 | Change request number: | PCO 1                       |
|                                |                                                                          | Description:           | PCO 1-BENT RAFTER ROOF REV1 |
| Customer:                      | City of Fernley                                                          |                        |                             |

|                                     |            |
|-------------------------------------|------------|
| Total:                              | 0.00       |
| Mark-up:                            | 137,956.00 |
| Total Contractor Price for CR PCO 1 | 137,956.00 |

Approvals

|                                  |                                          |
|----------------------------------|------------------------------------------|
| Customer: City of Fernley        | Contractor: Resource Development Company |
| Authorized Representative: _____ |                                          |
| By: _____                        | By: _____                                |
| Date: _____                      | Date: _____                              |



# CITY OF FERNLEY

## City Council AGENDA REPORT

**Meeting Date: June 3, 2026**

**REPORT TO:** Mayor and City Council

**REPORT FROM:** Lydia Altick, Acting City Manager

**FINANCIAL IMPACT:**

Yes: X

No:

**CURRENTLY BUDGETED:**

Yes: X

No:

**FUND/ACCOUNT:**

100-417-520, 510-810-520, 510-840-520, 520-810-520, 225-417-520

**ACTION REQUESTED:** Motion

**AGENDA ITEM:**

(For Possible Action) and discussion to accept the renewal proposal from Nevada Public Agency Insurance Pool (POOL) and approval for payment of \$475,899.68 with a deductible of \$2,000.00 per claim from fiscal year 2026-2027 funds.

**AGENDA ITEM BRIEF:**

(For Possible Action) and discussion to accept the renewal proposal from Nevada Public Agency Insurance Pool (POOL) and approval for payment of \$475,899.68 with a deductible of \$2,000.00 per claim from fiscal year 2026–2027 funds.

Attached is the Member Coverage Summary for review. Changes within the 2026-2027 Coverage:

1. Property Per Loss Limit Increased to \$500,000,000
2. Equipment Breakdown Limit Increased to \$150,000,000
3. Cyber Liability Changes a. \$1,000,000 Limit/Aggregate Per Member for First- and Third-Party Liability b. \$500,000 Sub-Limit for Cyber Crime Coverage
4. Exclusion that is specific to PFAS has been added
5. The definition for Agreed Value has been updated for clarification.
6. Added Requirements for retaining "Salvage" after a loss

Change to the Interlocal Cooperation Agreement:

1. Amended Article 22 to state that a Member giving a 120-day Notice of Withdrawal waives the two-thirds Board vote requirement under Article 23.A.

**RECOMMENDED MOTION:**

I move to accept the renewal proposal from Nevada Public Agency Insurance Pool and approve payment for fiscal year 2026-2027 funds.

**BUSINESS IMPACT (per NRS Chapter 237):**

A Business Impact Statement is not required because this is not a rule (term excludes vehicles by which legislative powers are exercised under NRS Chapters 271, 278, 278A, or 278B).

**See attached report for background, analysis, alternatives.**

**ALTERNATIVES:**

City Council can choose not to accept the renewal proposal.

**BACKGROUND:**

The POOL continues to offer extensive risk management services, including POOL/PACT HR services, which include in-person and virtual instructor-led training courses, workshops, and certificate programs, eLearning courses available 24/7, webinars on HR-related topics, on-site assessments of members' HR practices with recommendations; cybersecurity awareness, which includes KnowBe4 email security training and professional network assessment; personal development; and health and wellness programs such as "Fit for Retirement" and "4-month Metabolic Reset".

**RELEVANT LAWS, STATUTES, AND REGULATIONS:**

N/A

**FINANCIAL IMPLICATIONS:**

Funding was included in the approved FY 2026-2027 budget.

**ATTACHMENTS:**

1. 2026 NPAIP Proposal - Fernley, City of



# NEVADA PUBLIC AGENCY INSURANCE POOL MEMBER COVERAGE SUMMARY

---

Prepared For:  
**Fernley, City of**

Presented By:  
**LP Insurance Services, Inc.**

**THANK YOU FOR  
YOUR  
MEMBERSHIP!**





Dear POOL Member:

Thank you for your continuing leadership commitment to serving your communities by fulfilling your public service mission. The POOL continues to offer programs, services and support for Members' financial security and collaborating with you in support of your mission.

This Member Coverage Summary reflects the successful negotiations with multiple markets to obtain cost-effective terms, conditions and pricing for approval by the POOL Board on behalf of all Members.

As owners of the POOL, you approved the extensive risk management services, such as POOL/PACT HR services including its training courses and ELearning modules on important HR topics. Enrollment in POOL's ELearning programs include Target Solutions Fire/EMS training, KnowBe4 email security training and more. ELearning continues to reach an increasing number of employees for convenient and cost-effective learning. POOL also maintains an ongoing focus on law enforcement policies and practices targeted jail and road operations with onsite and virtual assessments and sample policies.

We encourage you to discuss the POOL's services with staff and your agent. We regularly update our website and encourage you to visit [www.poolpact.com](http://www.poolpact.com) to utilize a growing base of HR and risk management information in the resource libraries. While there, look for the POOL Coverage documents, board and committee agendas and minutes.

Thanks to all Member volunteers who serve on our boards and committees. These volunteers do a superb job of representing the interests of the Members of your POOL.

Sincerely,

Wayne Carlson  
Executive Director  
Nevada Public Agency Insurance Pool



## NEVADA PUBLIC AGENCY INSURANCE POOL COVERAGE SUMMARY

| RENEWAL PROPOSAL | COVERAGE PERIOD                             | NAMED ASSURED    | MAINTENANCE DEDUCTIBLE |
|------------------|---------------------------------------------|------------------|------------------------|
|                  | 07/01/2026 –<br>07/01/2027<br>Standard Time | Fernley, City of | \$2,000                |

### Property Coverage

| Coverage | Limit per Loss |                           |
|----------|----------------|---------------------------|
| Property | \$500,000,000  | Per Schedule of Locations |

The following sub-limits apply to Section V. C. Extensions of Property Coverage:

|                                                                                      |                                                                  |
|--------------------------------------------------------------------------------------|------------------------------------------------------------------|
| Accounts Receivable                                                                  | \$5,000,000 per loss                                             |
| Arson Reward                                                                         | 10% up to \$25,000 per loss                                      |
| Debris Removal - Mold/ Asbestos                                                      | \$100,000                                                        |
| Earthquake                                                                           | \$150,000,000 aggregate                                          |
| Flood                                                                                | \$150,000,000 aggregate<br>\$25,000,000 aggregate - Flood Zone A |
| Equipment Breakdown                                                                  | \$150,000,000 per loss                                           |
| <ul style="list-style-type: none"> <li>Loss of Income &amp; Extra Expense</li> </ul> | included                                                         |
| <ul style="list-style-type: none"> <li>Hazardous Substance Coverage</li> </ul>       | \$250,000 per loss                                               |
| <ul style="list-style-type: none"> <li>Spoilage Coverage</li> </ul>                  | \$250,000 per loss                                               |
| <ul style="list-style-type: none"> <li>Data Restoration</li> </ul>                   | \$100,000 per loss                                               |
| <ul style="list-style-type: none"> <li>Electrical Risk Improvements</li> </ul>       | \$10,000                                                         |
| Expediting Expenses                                                                  | \$25,000 per loss                                                |
| Unintentional Errors and Omissions                                                   | \$5,000,000 per loss                                             |
| Money and Securities                                                                 | \$500,000 per loss                                               |
| Ordinance or Law – LEED Building                                                     | \$500,000                                                        |
| Agreed Value Vehicles                                                                | Per Attachment D, if applicable                                  |



## NEVADA PUBLIC AGENCY INSURANCE POOL COVERAGE SUMMARY

### Liability Coverage

The Limits of Liability are as *follows*:

| Coverage                                                                           | Limit per<br><b>Named Assured</b>                      | Annual Aggregate Limit<br>per <b>Named Assured</b> |
|------------------------------------------------------------------------------------|--------------------------------------------------------|----------------------------------------------------|
| <b>Per Event</b>                                                                   | <b>\$10,000,000</b>                                    | <b>\$10,000,000</b>                                |
| <i>All Sublimits are a part of and not in addition to the Limits of Liability.</i> |                                                        |                                                    |
| <i>Liability Sublimits:</i>                                                        |                                                        |                                                    |
| • Additional Assured (Lessors)<br>(Section I, item 2)                              | \$2,000,000                                            |                                                    |
| • Weed Spray Property<br>Damage (Section IV, item 3<br>(B) (2) (ix))               | \$250,000                                              | \$250,000                                          |
| • Emergency Response to<br>Pollution (Section IV, item 3<br>(B) (2) (v))           | \$1,000,000                                            | \$1,000,000                                        |
| • Criminal Defense Fees and<br>Costs (Section VI, part C, item<br>4)               | \$50,000                                               | \$50,000                                           |
| • Defense for Regulatory<br>Agency Actions (Section VI,<br>part C, item 16)        | \$50,000                                               |                                                    |
| <b>Sexual Abuse Sublimit</b><br>(Section VI, part C, item 21)                      | <b>\$2,500,000</b>                                     | <b>\$2,500,000</b>                                 |
| <i>Retroactive Date</i>                                                            | <i>May 1, 1987 except as<br/>shown in Attachment C</i> |                                                    |



## NEVADA PUBLIC AGENCY INSURANCE POOL COVERAGE SUMMARY

### Cyber Risk Coverage:

|  | COVERAGE PERIOD                                      | NAMED ASSURED    | MAINTENANCE DEDUCTIBLE |
|--|------------------------------------------------------|------------------|------------------------|
|  | 07/01/2025 – 07/01/2026<br>12:01 A.M., Standard Time | Per Attachment A | 10%, up to \$25,000 *  |

|                                                                                                     |                                                                        |                                                                          |
|-----------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|--------------------------------------------------------------------------|
| CYBER SECURITY RISK COVERAGE                                                                        |                                                                        |                                                                          |
| CYBER SECURITY RISK COVERAGE LIMITS                                                                 | Limit per <b>Named Assured</b><br>Per <b>PRIVACY OR SECURITY EVENT</b> | Annual Aggregate Limit<br>Per All <b>Named Assureds</b>                  |
| Coverage Limits – First and Third Party                                                             | \$1,000,000                                                            | \$1,000,000 up to<br>\$15,000,000 aggregate all<br>POOL Members combined |
| <b><i>The following sublimits are a part of and not in addition to the Limits of Liability:</i></b> |                                                                        |                                                                          |
| Cyber Crime Coverage                                                                                | \$500,000                                                              |                                                                          |
| Retroactive Date                                                                                    |                                                                        | July 1, 2013                                                             |

\* Applies for failure to timely implement and comply with vulnerability assessment recommendations.



## NEVADA PUBLIC AGENCY INSURANCE POOL COVERAGE SUMMARY

### Environmental Liability Coverage

The Limits of Liability are as follows:

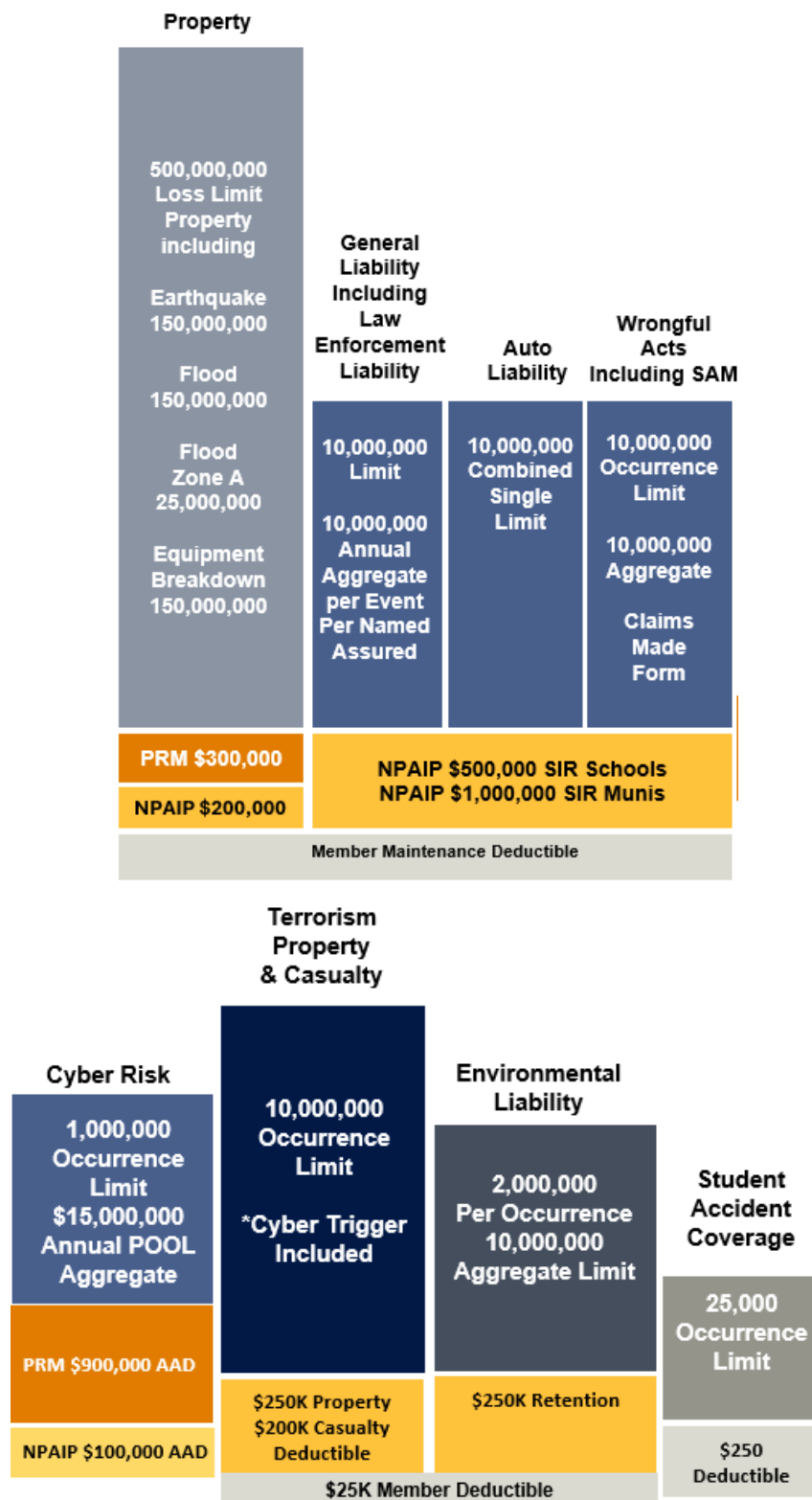
|            |                                                                              |
|------------|------------------------------------------------------------------------------|
| Coverage A | Third Party Claims for Bodily Injury, Property Damage or Remediation Expense |
| Coverage B | First Party Remediation Expense                                              |
| Coverage C | Emergency Response Expense                                                   |
| Coverage D | Business Interruption                                                        |

| COVERAGE | DEDUCTIBLE | EACH INCIDENT<br>LIMIT | AGGREGATE<br>LIMIT |
|----------|------------|------------------------|--------------------|
| A,B,C    | \$25,000   | \$2,000,000            | \$10,000,000       |

| COVERAGE | DEDUCTIBLE | BUSINESS<br>INTERRUPTION LIMIT<br>(Days) | BUSINESS<br>INTERRUPTION<br>LIMIT (\$) |
|----------|------------|------------------------------------------|----------------------------------------|
| D        | 3 Days     | 365                                      | \$2,000,000                            |



## NPAIP 2026 - 2027 Program Structure





**NEVADA PUBLIC AGENCY INSURANCE POOL COVERAGE SUMMARY**

**Member Contribution:**

|                                                        |                     |
|--------------------------------------------------------|---------------------|
| <b>Total Cost:</b>                                     | <b>\$444,772.74</b> |
| <b>Agent Compensation:</b>                             | <b>\$31,126.95</b>  |
| <b>Total Program Cost Including All POOL Services:</b> | <b>\$475,899.68</b> |



## NEVADA PUBLIC AGENCY INSURANCE POOL COVERAGE SUMMARY

### Changes within the 2026-2027 Coverage:

1. Property Per Loss Limit Increased to \$500,000,000
2. Equipment Breakdown Limit Increased to \$150,000,000
3. Cyber Liability Changes
  - a. \$1,000,000 Limit/Aggregate Per Member for First- and Third-Party Liability
  - b. \$ 500,000 Sub-Limit for Cyber Crime Coverage
4. Exclusion that is specific to PFAS has been added
5. Definition for Agreed Value has been updated for Clarification
6. Added Requirements for retaining “Salvage” after a loss

### Change to the Interlocal Cooperation Agreement:

1. Amended Article 22 to state that a Member giving 120-day Notice of Withdrawal Waives the two-thirds Board vote requirement under Article 23.A

### Coverage:

|                         |         |
|-------------------------|---------|
| Maintenance Deductible: | \$2,000 |
|-------------------------|---------|

|                         | 2025         | 2026         | Percent (%) Change |
|-------------------------|--------------|--------------|--------------------|
| Program Cost Comparison | \$421,481.67 | \$475,899.68 | 12.91%             |

### Key Exposures:

|                               | 2025         | 2026         | Percent (%) Change |
|-------------------------------|--------------|--------------|--------------------|
| Payroll                       | \$5,416,414  | \$7,672,288  | 41.65%             |
| Total Insured Property Values | \$80,109,049 | \$99,977,075 | 24.80%             |
| Auto Count                    | 74           | 68           | -8.11%             |
| Law Enforcement               | 1            | 1            | 0.00%              |
| Employees                     | 80           | 91           | 13.75%             |
| Student ADA                   | 0            | 0            | 0.00%              |
| Teachers                      | 0            | 0            | 0.00%              |





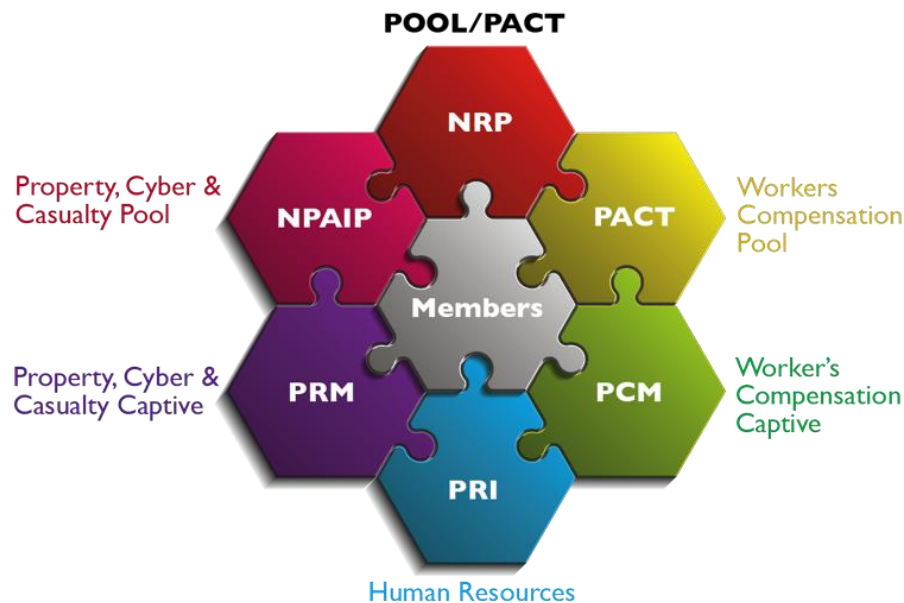
## POOL/PACT – HERE FOR YOU

### Members Helping Members

In 1987, four Nevada counties formed their own risk sharing pool. Now over thirty years later, the majority of Nevada's public entities remain committed to each other and the mission of their risk pool organization. POOL/PACT continues to excel in providing an unparalleled level of service to our members. Our mission seeks to help members manage their risks so they can serve the public effectively.

The POOL Board is comprised of dedicated, hardworking, and ethical Member leaders focused on public risk management. They continue to do an excellent job of representing the interests of the Member-owners of POOL/PACT.

Our members continue to see great value in being part of POOL/PACT because of extensive services, which keeps membership retention strong. POOL/PACT encourages you to discuss the services we offer with your insurance agent – its valued partner in the POOL program.



### POOL Executive Committee

Josh Foli - Chair (Lyon County)  
Kim Todd – Director (Eureka County)  
Amanda Osborne - Director (Elko County)  
Dan Murphy – Vice Chair (Pershing Co.SD)  
Weston Noyes – Fiscal Officer (Humboldt Co)  
Ann Cyr - Director (Carson City SD)  
Curtis Trujillo – Director (Incline Village GID)  
Bryce Cranch - Director (Tahoe Douglas FPD)

### PACT Executive Committee

Paul Sikora - Chair (Boulder City)  
Russell Klein – Vice Chair (Lander CSD)  
Amanda Osborne - Trustee (Elko County)  
Josh Foli – Fiscal Officer (Lyon County)  
Jackie Dunklee – Trustee (North Lake Tahoe FPD)  
Alicia Heiser - Trustee (City of Winnemucca)  
Joe Westerlund – Trustee (Town of Tonopah)



## **RISK MANAGEMENT BENEFITS AND SERVICES**

### **POOL/PACT ENTERPRISE RISK MANAGEMENT COMMITTEE**

Develops, administers, and supervises Risk Management policy, procedure, and planning • Supports innovative risk reduction and/or mitigation programs • Develops and administers risk control techniques to reduce the frequency and severity of losses

### **ENTERPRISE RISK MANAGEMENT EXCELLENCE PROGRAM**

A voluntary program developed to assist POOL/PACT members achieve operational excellence in the delivery of public service through effective risk management • Develops understanding of Enterprise Risk Management – that risk management efforts of one department have a direct impact, either positive or negative, on the enterprise as a whole

### **RISK MANAGEMENT GRANT PROGRAM**

Educational Grants supporting risk management education and training opportunities • Risk Management Grants for risk management/mitigation projects or acquisitions • Visit [www.poolpact.com/risk-grant.asp](http://www.poolpact.com/risk-grant.asp) for more information

### **ONLINE SAFETY TRAINING**

Active Shooter Response • Asbestos Awareness Training • Aversive Interventions • Back Safety in the Workplace • Bloodborne Pathogens Awareness • The Complex Quadriplex of Lifeguard Blindness • Cybersecurity Awareness • Ransomware Awareness • Defensive Driving • FERPA • GHS - Hazard Communication • Heat-Related Illness • HIPAA Privacy Rule • Lock-Out, Tag-Out • Mandatory Child Abuse Reporting Laws • MRSA Awareness for Correctional Employees • MRSA Awareness in Hospitals • Nevada Ethics in Government Law • Office Ergonomics • Open Meeting Law • OSHA – Rights and Responsibilities • Pool Chemical Safety • Slips, Trips, and Falls • Strip Search Training • Students in Transition • Sub-Administrator Training • Surviving an Active Shooter • Teaching Science Safely • Transporting Students with Special Needs • MSDSonline (SDS management)

### **LAW ENFORCEMENT AND FIRE PROTECTION**

Partnership with leading law enforcement experts to provide Best-practice Road and Detention Operation Policies and Procedures • Detention Facility Assessments and Reports • Team Approach to Address Individual Needs Through Network of Subject Matter Experts in Law Enforcement, Jails/Corrections, Public Safety, and Criminal Justice • TargetSolutions Fire and EMS Training Platform • Mental Health – Fit for Retirement Wellness

### **SWIMMING POOL SAFETY POLICIES, INSPECTIONS, AND TRAINING**

Aquatic Facility Assessment and Report • Annual Aquatic Risk Management Seminar • Best-practice Aquatic Facility Policy and Lifeguard Manual Templates

### **CYBERSECURITY TRAINING AND POLICIES**

Onsite Passive Network Assessments (PNA) • Best-practice Data Security Policy Templates • Quarterly Cybersecurity Hot-Topic Webinars • Annual Cybersecurity Summit • KnowB4 Phishing Awareness Campaigns and Training • KnowB4 Cybersecurity Newsletter • Cyber Incident Response Plan Templates • Individualized Data- and Cybersecurity Advice and Support

### **SCHOOL DISTRICT EMERGENCY OPERATIONS PLANS, TRAINING, AND POLICIES**

NRS-required Emergency Operation Plans (EOP) • Annual EOP updates • Emergency Management and Response Training • School Safety Training based on FEMA Guide for High Quality School Emergency Operations Plans • Hazard and Vulnerability Assessments and Reports

### **SITE SAFETY INSPECTIONS AND TRAINING**

Playground & Parks Safety Surveys • Workstation Ergonomic Evaluations • Confined Space Risk Assessments • Facility Surveys • Fire Extinguisher Education • Respirator Fit Testing and Education • CPR/First Aid/AED • Accident Investigation Training • Back Safety and Lifting • Defensive and Distracted Driver Education • Workplace Violence • Personal Protective Equipment • Emergency Preparedness • OSHA Compliance Training • Written Workplace Safety Plan Training • Safety Committee Formation and Operation • Wellness/Health Education and Training

### **For More Information, Contact:**

Marshall Smith, Risk Manager ([marshallsmith@poolpact.com](mailto:marshallsmith@poolpact.com)) or Jarrod Hickman, Risk Management Specialist ([jarrodhickman@poolpact.com](mailto:jarrodhickman@poolpact.com)); (775) 885-7475; or visit [www.poolpact.com](http://www.poolpact.com).



## **PROGRAMS AND SERVICES AVAILABLE TO POOL/PACT MEMBERS**



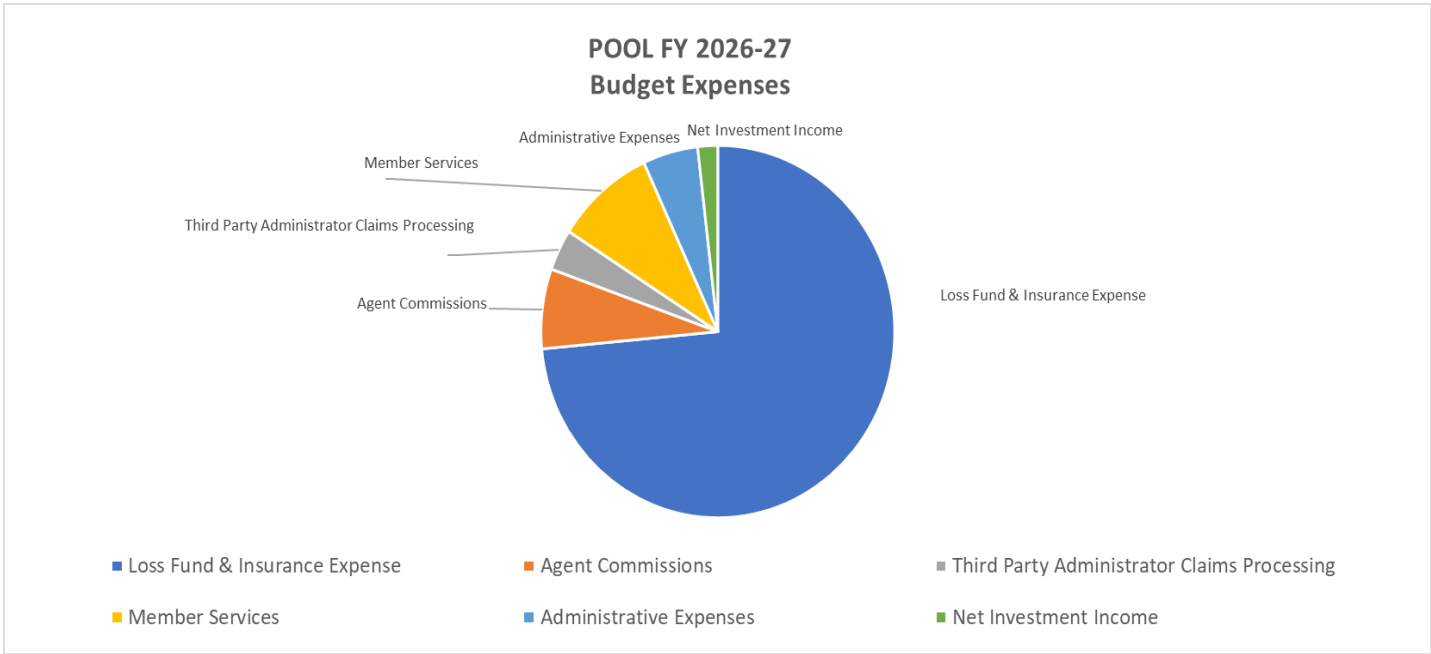
### **POOL/PACT HUMAN RESOURCES MEMBER SERVICES**

A variety of services are offered through POOL/PACT HR. We work with each member individually to address their specific HR-related needs and reduce liability. The basic services include:

- Consultation with members to manage and resolve critical employment-related issues to include identifying options, providing step-by-step guidance, monitoring progress, and answering questions.
- In-person and virtual instructor-led training courses, workshops, and certificate programs.
- eLearning courses available 24/7.
- Webinars on HR-related topics.
- On-site assessments of members' HR practices with recommendations.
- Communication issued as "Alerts" to inform members of significant HR-related law or practice changes.
- On-site HR Briefings tailored to specific needs/requests of members.
- Sample personnel policies which may be adopted for use by members.
- Sample job description templates and numerous HR forms that can be tailored for use by members.
- Salary schedule database available on our website for member reference.
- Summary of HR-related legislation produced each legislative session.
- HR scholarships to assist member HR representatives in attaining nationally recognized HR certifications.
- Annual HR Conference providing HR representatives and CEOs valuable information on communication, leadership, and legal compliance.



# **POOL 2026-2027 APPROVED BUDGET AND EXPENSES**



| POOL Budget FY 26-27                        | Recommended Budget   | FY 2026-27 | % Allocation  |
|---------------------------------------------|----------------------|------------|---------------|
| Loss Fund & Insurance Expense               | \$ 22,148,029        |            | 75.5%         |
| Agent Commissions                           | \$ 1,974,942         |            | 6.7%          |
| Third Party Administrator Claims Processing | \$ 835,280           |            | 2.8%          |
| Member Services                             | \$ 2,668,393         |            | 9.1%          |
| Administrative Expenses                     | \$ 1,524,152         |            | 5.2%          |
| Building Cost                               | \$ 201,753           |            | 0.7%          |
| <b>Total Budget</b>                         | <b>\$ 29,352,549</b> |            | <b>100.0%</b> |
|                                             |                      |            |               |



## POOL/PACT CONTACTS

### **Nevada Risk Pooling (NRP)**

(775) 885-7475

Wayne Carlson, Executive Director, ext 132  
[waynecarlson@poolpact.com](mailto:waynecarlson@poolpact.com)

Alan Kalt, Chief Financial Officer, ext 128  
[akalt@poolpact.com](mailto:akalt@poolpact.com)

Marshall Smith, Risk Manager, ext 104  
[marshallsmith@poolpact.com](mailto:marshallsmith@poolpact.com)

Jarrold Hickman, Risk Manager, ext 133  
[jarroldhickman@poolpact.com](mailto:jarroldhickman@poolpact.com)

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Jennifer Turner, Admin Data Analyst, ext 129  
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Beck Freeman, Admin Assistant, ext 125  
[beckfreeman@poolpact.com](mailto:beckfreeman@poolpact.com)

### **Pooling Resources, Inc. (POOL/PACT HR)**

(775) 887-2240

Stacy Norbeck, General Manager, ext 107  
[stacynorbeck@poolpact.com](mailto:stacynorbeck@poolpact.com)

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Andrea Laughlin, HR Analyst, ext 113  
[andrealaughlin@poolpact.com](mailto:andrealaughlin@poolpact.com)

Robin Womack, HR Learning & Development, ext 106  
[robinwomack@poolpact.com](mailto:robinwomack@poolpact.com)

### **Davies Claims Solutions**

Donna Squires, Claims Manager  
(775) 329-1181  
[Donna.squires@us.davies-group.com](mailto:Donna.squires@us.davies-group.com)

Margaret Malzahn, WC Claims Supervisor  
(775) 329-1181  
[Margaret.malzahn@us.davies-group.com](mailto:Margaret.malzahn@us.davies-group.com)



## NPAIP MEMBERSHIP

### Counties:

Carson City  
Churchill County  
Elko County  
Esmeralda County  
Eureka County  
Humboldt County  
Lander County  
Lincoln County  
Lyon County  
Mineral County  
Pershing County  
Storey County  
White Pine County

### Cities:

Boulder City  
City of Caliente  
City of Carlin  
City of Elko  
City of Ely  
City of Fernley  
City of Lovelock  
City of Sparks  
City of Wells  
City of West Wendover  
City of Winnemucca  
City of Yerington

### Towns:

Town of Gardnerville  
Town of Genoa  
Town of Minden  
Town of Round Mountain  
Town of Tonopah

### School Districts:

Carson City School District  
Churchill County School District  
Douglas County School District  
Elko County School District  
Esmeralda County School District  
Eureka County School District  
Humboldt County School District  
Lander County School District  
Lincoln County School District  
Lyon County School District  
Mineral County School District  
Nye County School District  
Pershing County School District  
Storey County School District  
White Pine County School District

### Fire Districts:

East Fork Fire Protection District  
Moapa Valley Fire Protection District  
Mt. Charleston Fire Protection District  
North Lake Tahoe Fire Protection District  
North Lyon County Fire Protection District  
Pahranagat Valley Fire District  
Tahoe Douglas Fire Protection District  
Washoe County Fire Suppression  
White Pine Fire District

### Others:

Central Nevada Health District  
Central Nevada Historical Society  
Central Nevada Regional Water Authority  
Community Chest, Inc  
Consolidated Agencies of Human Services  
County Fiscal Officers Association of Nevada  
Douglas County Redevelopment Agency  
Elko Central Dispatch  
Elko Convention & Visitors Authority  
Humboldt River Basin Water Authority  
Lincoln County Regional Development  
Mineral County Housing Authority  
Nevada Association of Counties  
Nevada Association of School Superintendents  
Nevada Commission for the Reconstruction of the V & T Railway  
Nevada League of Cities  
Nevada Risk Pooling, Inc.  
Nevada Rural Housing Authority  
Nevada Volunteers  
NevadaWorks  
Pooling Resources, Inc.  
Regional Transportation Commission of Washoe County  
Truckee Meadows Regional Planning Agency  
U.S. Board of Water Commissioners  
Virginia City Tourism Convention  
Western Nevada Regional Youth Center  
White Pine County Tourism

### Special Districts:

Alamo Water & Sewer District  
Amargosa Library District  
Baker Water and Sewer  
Battle Mountain Hospital  
Beatty Library District  
Beatty Water & Sanitation District  
Beatty GID  
Canyon General Improvement District  
Carson-Truckee Water Conservancy District  
Carson Water Subconservancy District  
Cave Rock Estates GID  
Churchill County Mosquito, Vector

### Special Districts (continue):

Douglas County Mosquito District  
Douglas County Sewer  
East Fork Swimming Pool District  
Elko County Agricultural Association  
Elko TV District  
Fernley Swimming Pool District  
Gardnerville Ranchos General Improvement District  
Gerlach General Improvement District  
Humboldt General Hospital  
Incline Village General Improvement District  
Indian Hills General Improvement District  
Kingsbury General Improvement District  
Lakeridge General Improvement District  
Lincoln County Water District  
Logan Creek Estates General Improvement District  
Lovelock Meadows Water District  
Marla Bay General Improvement District  
Mason Valley Swimming Pool District  
McGill Ruth Sewer and Water  
Minden Gardnerville Sanitation District  
Moapa Valley Water District  
MT Grant General Hospital  
Nevada Association of Conservation Districts  
Nevada Association of School Boards  
Nevada Association of School Superintendents  
Nevada Tahoe Conservation District  
Northern Nye County Hospital District  
Pahrump Library District  
Palomino Valley General Improvement District  
Pershing County Water Conservation District  
Sierra Estates General Improvement District  
Silver Springs General Improvement District  
Silver Springs Stagecoach Hospital  
Skyland General Improvement District  
Smoky Valley Library District  
Southern Nevada Area Communication Council  
Stagecoach General Improvement District  
Sun Valley General Improvement District  
Tahoe Douglas District  
Topaz Ranch General Improvement District  
Tahoe Reno Industrial General Improvement District  
Tahoe Transportation District  
Tonopah Library District  
Truckee Meadows Water Reclamation Facility  
Walker Basin Conservancy  
Walker River Irrigation District  
Washoe County Water Conservation District  
West Wendover Recreation District  
Western Nevada Development District  
White Pine Television District #1  
Zephyr Cove General Improvement District  
Zephyr Heights General Improvement District

**THANK YOU  
FOR YOUR  
MEMBERSHIP!**





## City of Fernley

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### Report on Implementation of Assembly Bill 540 (2025)

Prepared: April 2026

#### Executive Summary

Assembly Bill 540 (2025) provides the State of Nevada with a framework to increase attainable housing for middle-income households through public-private partnerships, targeted funding, and regulatory streamlining. For the City of Fernley, this legislation presents a strategic opportunity to address workforce housing shortages driven by regional economic growth.

The law enables collaboration between local governments and private developers by combining state funding with local tools such as expedited permitting, flexible zoning, fee reductions, and potential land contributions. Developers are required to provide matching funds and commit to delivering housing at attainable price points.

Successful implementation in Fernley will depend on proactive project identification, infrastructure coordination, and effective partnership structuring. Key challenges include infrastructure capacity constraints, developer market interest, and administrative resources. Overall, AB 540 represents a significant opportunity to expand housing supply and support economic stability in the region.

#### 1. Introduction

This report provides an overview of Assembly Bill 540 (2025) and evaluates its potential application within the City of Fernley. The focus is on how the City can effectively partner with private developers to deliver attainable housing.

#### 2. Local Context: Fernley, Nevada

Fernley is experiencing rapid population growth due to its proximity to Reno-Sparks and major industrial employment centers. While job growth has been strong, housing supply has not kept pace, resulting in affordability challenges for middle-income workers.

Key factors include:

- Workforce housing shortages
- Infrastructure limitations (water, sewer, transportation)
- Increasing housing costs relative to wages
- Demand driven by regional employment expansion

#### 3. AB 540 Framework

AB 540 establishes a statewide attainable housing program that includes:

- State funding for housing development
- Requirements for developer matching funds
- Creation of oversight structures
- Incentives for local government participation
- Streamlined development processes

## **4. Implementation Strategies for the City of Fernley**

### **4.1 Public-Private Partnerships**

The City can collaborate with developers to structure projects that combine state funding, local incentives, and private capital.

### **4.2 Land and Infrastructure Coordination**

The City may leverage publicly owned land and coordinate infrastructure investments to support housing development.

### **4.3 Regulatory Streamlining**

Expedited permitting and flexible zoning policies can significantly reduce development timelines and costs.

### **4.4 Affordability Requirements**

In exchange for incentives, the City can require developers to provide housing units at attainable price levels.

## **5. Example Development Scenario**

A developer proposes a multi-unit housing project in Fernley. The City provides expedited approvals and fee reductions, while the State contributes funding through AB 540. The developer matches funding and agrees to affordability requirements. This partnership enables project feasibility and delivery of workforce housing.

## **6. Challenges and Considerations**

- Infrastructure capacity and funding
- Attracting developer investment
- Administrative and staffing resources
- Ensuring long-term affordability compliance

## **7. Recommendations**

- Proactively identify and market development sites
- Establish clear development guidelines under AB 540
- Coordinate infrastructure planning with housing goals
- Engage with regional employers to align workforce housing needs
- Build administrative capacity to manage partnerships

## **8. Conclusion**

AB 540 provides the City of Fernley with a valuable tool to address housing challenges through strategic partnerships. With proactive planning and coordination, the City can leverage this legislation to expand housing supply and support long-term economic growth.





# CITY OF FERNLEY

## City Council AGENDA REPORT

**Meeting Date: June 3, 2026**

**REPORT TO:** Mayor and City Council

**REPORT FROM:** Aaron Mouritsen, City Attorney

**FINANCIAL IMPACT:**

Yes: No: X

**CURRENTLY BUDGETED:**

Yes: X No:

**FUND/ACCOUNT:**

N/A

**ACTION REQUESTED:** Ordinance

**AGENDA ITEM:**

Possible action to revise Title 2, Chapter 8 of the Fernley Municipal Code to remove City Manager and add new evaluation requirements as follows:

Evaluations. The Mayor shall evaluate the following positions once a year at a minimum.

1. City Attorney
2. City Clerk
3. City Finance Director
4. Human Resources Manager
5. Chief Development Officer
6. Chief Operations Officer

Evaluations will be conducted by the Mayor with an evaluation form that has been approved by City Council. The Mayor shall solicit evaluations for these positions and consult the City Council evaluations in preparing his final evaluation. The City Council evaluations will be public and subject to public record requests by the public. The Mayor has the discretion, but is not required to solicit peer review from the statutory employees, using an approved peer review form.

**AGENDA ITEM BRIEF:**

Possible action to revise Title 2, Chapter 8 of the Fernley Municipal Code to remove the City Manager and add new evaluation requirements

**RECOMMENDED MOTION:**

I move to approve revisions to Chapter 2 of the Fernley Municipal Code regarding the City Manager position and adding new evaluation requirements

**BUSINESS IMPACT (per NRS Chapter 237):**

N/A

See attached report for background, analysis, alternatives.

**ALTERNATIVES:**

N/A

**BACKGROUND:**

City Council has approved changes to the organizational chart to remove the City Manager, add the Chief Development Officer and Chief Operations Officer and to add revisions regarding annual evaluations for the City Attorney, City Clerk, City Finance Director, Human Resources Manager, Chief Development Officer and Chief Operations Officer

**RELEVANT LAWS, STATUTES, AND REGULATIONS:**

FMC Chapter 2

**FINANCIAL IMPLICATIONS:**

N/A

**ATTACHMENTS:**

1. Title 2, Ch. 8 - Revisions to Code 5.15.26

## ***CHAPTER 8. MAYOR AND CITY COUNCIL***

### **Sec. 2.08.01. Salaries and annual increases.**

Whereas, NRS 266.450 requires compensation for city-elected officers to be set by ordinance, and the council recognizes the requirements for, and workload of, the city-elected officers, just compensation is both fair and necessary for the work done by the city-elected officers; and

Whereas, effective April 2005 salaries for city council were set at \$640.42 per month; and

Whereas, since that date, city council members have received annual increases, based on the U.S. Consumer Price Index, CPI U (all urban consumers); and

Whereas, effective April 2005 the salary for the mayor was set at \$900.00 per month; and

Whereas, since that date, the mayor has received annual increases based on the U.S. Consumer Price Index, CPI U (all urban consumers); and

Whereas, the CPI adjustments shall continue each July 1:

- (1) Therefore, council members will continue to receive annual increases adjusted to include the annual cost-of-living adjustment set by the U.S. Consumer Price Index, CPI U (all urban consumers); and
- (2) Therefore, newly-elected council members will receive compensation at the same rate as the council member whose position they are assuming; and will receive annual increases adjusted to include the annual cost-of-living adjustment set by the U.S. Consumer Price Index, CPI U (all urban consumers); and
- (3) Therefore, effective July 1, 2017, the mayor shall receive compensation at the rate of twice the amount being paid to council members.

(Prior Code, §§ 1.11.01, 1.11.02; Ord. No. 2016-015, § 1.11.01, 11-16-2016)

### **Sec. 2.08.02. Benefits.**

- (a) The mayor and council shall be entitled to reimbursement for business mileage at the applicable federal rate, and reimbursement for reasonable expenses for travel, food, and lodging for approved meetings and conferences. Requests for reimbursement shall be submitted on approved city forms with appropriate documentation.
- (b) The mayor and council may access the medical, dental, and vision plans available through the city. The mayor and city council members shall pay the full premium of the plan(s) selected.

Insurance premiums will be collected through payroll deduction. If the premium exceeds the amount of payroll available, the balance of the premium payments are due on the first of every month. If the first falls on a weekend or holiday, payment is due the following business day. If payment is not received on or before the first business day of the month, a \$10.00 late fee will be assessed. If payment is still not received by the first business day of the following month, insurance services will be terminated.

- (c) Upon the completion of one full term of any council member or mayor, and after leaving office, such elected official may access health insurance under the same terms and conditions as all retired city employees.

- 
- (d) Other than those benefits contained in this chapter, the mayor and council members are not entitled to any benefits or privileges beyond those to which any other city employee or member of the public would be entitled.

(Prior Code, § 1.11.03; Ord. No. 2016-015, § 1.11.02, 11-16-2016)

### **Sec. 2.08.03. Rules and procedures of city council.**

(a) *Rules of procedure.*

- (1) The following rules of procedure shall be in effect upon their adoption by the council and until such time as they are amended by resolution.
- (2) Pursuant to NRS 266.240, Fernley City Council (herein referred to as "council") may determine its own rules of procedure. As such, the council may punish its members for disorderly conduct, as defined by resolution, and with the concurrence of two-thirds of the members of the city council, may expel a member for cause, as defined by resolution.
- (3) It is critical that the council be informed and updated regarding the status of potential or current litigation. Information presented to the council during a closed litigation session and which is provided by any attorney representing the city is considered confidential attorney-client communication. Accordingly, it shall be a misdemeanor to disclose to any other person any information which is provided in a closed litigation session, unless such disclosure is required by court order, or with approval of the city attorney.
- (4) Rules of decorum shall be adopted by resolution.
- (5) Rules of parliamentary procedure shall be adopted by resolution.

(b) *Meetings.*

- (1) Council shall meet in council chambers for regular meetings located at 595 Silver Lace Boulevard, Fernley, Nevada. The regular meetings will be held on the first and third Wednesday of each month starting at 5:00 p.m. The date, time and/or place of a regular meeting may be canceled or changed by majority vote of council members. Any additional council meetings may be held by majority vote of council or through statutory procedure. If a regular meeting day falls on a legal holiday, the meeting shall be held on the next business day.
- (2) Notice of meetings will comply with the regulations of NRS ch. 241, Nevada Open Meeting Law. In case of an emergency, notice will be as long as reasonable under the circumstances. NRS 241.020(2) provides that except in an emergency, written notice of all meetings must be given at least three working days before the meeting. NRS 241.020(8) defines an emergency as: "an unforeseen circumstance which requires immediate action and includes, but is not limited to: (a) Disasters caused by fire, flood, earthquake or other natural causes; or (b) Any impairment of the health and safety of the public."
- (3) Recesses should be called throughout the meeting for the comfort of both the council and the audience. Recesses should not exceed 15 minutes and should be called at a maximum of two hours of meeting time.
- (4) The meetings will adjourn at 10:00 p.m., agenda items will not normally be initiated after 10:00 p.m. At 9:00 p.m., the council shall determine which agenda items the council will consider for the remainder of the evening. Items not heard by the 10:00 p.m. limit will be carried to the next regularly scheduled council meeting, unless the council chooses to continue the meeting by majority vote.

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- (c) *Agenda.* The agenda process shall be adopted by resolution.
- (d) *Presiding officer.*
- (1) Pursuant to NRS 266.200, the mayor shall preside over the city council. In the absence of the mayor, the mayor pro tem shall be the presiding officer. If neither the mayor nor the mayor pro tem is available at a council meeting, the council shall appoint a presiding officer at the start of the council meeting.
  - (2) The presiding officer shall preserve order and decorum among the members and enforce the rules of the council and determine the order of business. The presiding officer shall state every question coming before the council, announce the decision of the council on all subjects and decide all questions of order, subject to an appeal to the council, in which event a majority vote of the council shall govern conclusively to determine such question of order unless otherwise subject to veto procedures outlined in NRS ch. 266.
  - (3) The presiding officer may limit public input on an item to a time of three minutes.
- (e) *Call to order.* The presiding officer shall take the chair at the hour appointed for the council meeting and shall immediately call the council to order.
- (f) *Roll call.*
- (1) Before proceeding with the business of the council, the mayor, or the mayor's designee shall take the roll of the council members, and the names of those present shall be entered in the minutes. Electronic attendance at meetings by council members will be permitted, with the prior approval of the mayor. When electronic attendance is used, facilities/equipment will be used which permit the public to hear and/or observe all telephonic/video communications.
  - (2) The minutes of the meeting shall clearly set forth which members are present in person and which are present by telephone or video conference.
  - (3) Roll call will be placed as an item on the agenda for every council meeting. If a council member was absent at a prior council meeting, the presiding officer will declare whether the absence was excused, unexcused, or whether the council member took a personal leave of absence. Should a council member arrive late to a meeting after roll call, the presiding officer shall note the council member's arrival into the minutes and reverse the absence.
  - (4) Quorum: A quorum shall consist of a majority of the members of council.
- (g) *Attendance.*
- (1) This attendance policy applies to all council meetings subject to Open Meeting Law requirements.
  - (2) Council members will have three paid personal absences during a one-year period, starting January 1 of each year. "Personal absence" is defined as excused and not applicable to council approved absences for bereavement and/or illness.
  - (3) A council member missing three consecutive and unexcused council meetings, not including any personal absences, and excused absences, as defined in the city personnel policies, shall constitute neglect or refusal to discharge the duties of a council member. Absent appeal, the council member's office shall be deemed vacant at the next regularly scheduled meeting.
  - (4) A council member missing four unexcused council meetings between January 1 and December 31, not including any personal absences or excused absences, shall constitute neglect or refusal to discharge the duties of a council member. Absent appeal, the council member's office shall be deemed vacant at the next regularly scheduled meeting.

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- (5) A council member may appeal a pending vacancy by giving written notice prior to next regular council meeting to the city manager of his/her intent to appeal the pending vacancy. This notice must occur prior to the city posting the agenda in order for the matter to be properly ajenized. During the appeal hearing, council members may consider the council member's past attendance and reasons for unexcused absences. At the close of the appeal hearing, a council member may make a motion to overturn the automatic finding of neglect or refusal to discharge the duties of a council member due to absences. Such a motion must contain attendance provisions for the remainder of the calendar year and will only prevail by majority vote of council members. If the motion does not prevail, the council member's office shall be deemed vacant.
- (6) Excused absences include city and council business, and illnesses as defined in the city personnel manual; this includes, but is not limited to: his/her own physical illness or injury; his/her own exposure to contagious diseases or when attendance at a council meeting is prevented by public health requirements; the need to care for a dependent child or spouse or parent who resides with an employee or who is dependent upon the employee for support; medical or dental appointments, provided that there was a reasonable effort to schedule such appointment at times to have the least interference with the work of the council. Any member of the council who is absent from a council meeting due to illness shall be at their residence or a medical facility or their doctor's office. This section may require the mayor or council member to provide a medical doctor's certification that the illness/injury absence was necessary for the council member to make a full and timely recovery, or was appropriate to avoid the spread of a contagious disease.
- Any member of the city council who must be absent from a council meeting to attend the funeral of a family member who is within the third degree of consanguinity or affinity is considered excused.
- Council members are encouraged to notify the mayor and/or the city manager of their intended absence prior to the council meeting (preferably in writing). Notice (preferably in writing) must be given prior to the next regular council meeting where the mayor will determine whether an absence by a council member is excused or unexcused. If notice is not provided, the council member's absence will be declared as a personal leave of absence if not already used and unexcused where the council member has already used his/her two personal leaves of absence.
- (7) A personal leave of absence and excused absences shall be paid. When the mayor declares an unexcused absence, the council member will be deducted 1/30th of his/her annual salary.
- (8) In the event of a vacancy of a council member, the vacancy shall be filled in the manner provided in NRS 266.225.
- (9) Mental and/or physical incapacity shall be governed by the procedure of NRS 283.040.
- (10) This section shall not limit or define any other statutory procedure governing discipline.

(h) Evaluations. The Mayor shall evaluate the following positions once a year at a minimum.

1. City Attorney
2. City Clerk
3. City Finance Director
4. Human Resources Manager
5. Chief Development Officer
6. Chief Operations Officer

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Evaluations will be conducted by the mayor with an evaluation form that has been approved by City Council. The mayor shall solicit evaluations for these positions and consult the city council evaluations in preparing his final

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evaluation. The city council evaluations will be public and subject to public record requests by the public. The mayor has the discretion but is not required to solicit a peer review from the statutory employees, using an approved peer review form.

(Prior Code, § 1.11.05; Ord. No. 2010-012; Ord. No. 2013-004; Ord. No. 2016-015, § 1.11.03, 11-16-2016)



# CITY OF FERNLEY

## City Council AGENDA REPORT

**Meeting Date: June 3, 2026**

**REPORT TO:** Mayor and City Council

**REPORT FROM:** Treston Rodriguez

**FINANCIAL IMPACT:**

Yes: No: x

**CURRENTLY BUDGETED:**

Yes: No: x

**FUND/ACCOUNT:**

N/A

**ACTION REQUESTED:** Ordinance

**AGENDA ITEM:**

(For Possible Action) Discussion and First Reading of Bill #385, associated with PD05-06MOD, a Major Modification to the handbook associated with the Friendly 5 Planned Development requested by Scott Berge to modify : 1) the proposed arterial roadway connection from the northern boundary of the development to U.S. Highway 50, 2) adding a new section to the handbook to establish design standards and requirements for the arterial roadway connection, and 3) revising Condition 4.K to modify the timing requirement for construction of the roadway connection, along with other clarifying revisions. The subject site is generally located on both the north and south sides of Farm District Road, approximately 800 linear feet east of its intersection with Jessica Lane.

**AGENDA ITEM BRIEF:**

This agenda item is a request for a Major Modification to the approved Friendly 5 Planned Unit Development (PD) Handbook. The modification includes: (1) revisions related to the proposed arterial roadway connection from the northern boundary of the development to U.S. Highway 50; (2) the addition of a new section to the PD Handbook establishing design standards and requirements for the arterial roadway connection; and (3) amendments to Condition 4.K to modify the timing requirement for construction of the roadway connection, along with other clarifying revisions.

At their May 13, 2026 meeting, the Planning Commission recommended approval of the Major Modification with a modification to the proposed trigger language (discussed below).

**RECOMMENDED MOTION:**

N/A



**BUSINESS IMPACT (per NRS Chapter 237):**

A Business Impact Statement is not required because this is not a rule (term excludes vehicles by which legislative powers are exercised under NRS Chapters 271, 278, 278A, or 278B).

**See attached report for background, analysis, alternatives.**

**ALTERNATIVES:**

None

**BACKGROUND:**

The Friendly 5 Planned Unit Development (PD) was originally approved in 2006 and consists of approximately 260 acres located on both the north and south sides of Farm District Road in the City of Fernley. As part of the original approval, the PD Handbook established development standards, phasing expectations, and associated conditions of approval, including provisions related to regional roadway connectivity.

A key component of the original approval was Condition 4.K, which required construction of an arterial roadway extending from the northern boundary of the development to US 50. At the time of approval, the land necessary to complete this connection was under federal ownership, and the City did not have control over the right-of-way. As such, the condition was written to acknowledge this constraint and included provisions indicating that the City would work with the applicant to obtain the necessary easements or property rights, and that the requirement could be adjusted if those efforts were unsuccessful.

Following approval of the PD, development progressed incrementally over time. The broader development timeline was significantly impacted by the 2008 economic downturn, which delayed construction activity and associated infrastructure planning. In more recent years, development has resumed, with the final subdivision map for Village 1, consisting of 75 residential lots, recorded in February 2023, followed by the final map for Village 2, consisting of 52 residential lots, recorded in August 2024.

In parallel with ongoing development, the City pursued acquisition of the federal land necessary to facilitate the future roadway connection to US 50. This effort culminated in November 2025, when the City successfully completed the Recreation and Public Purpose (R&PP) acquisition process, thereby obtaining control of the parcel needed for the roadway extension. With the land now under City ownership, the applicant is able to proceed with design and future construction of the required connection.

In early 2026, the applicant prepared an updated Traffic Impact Study to evaluate current traffic conditions and reassess the timing of required infrastructure improvements. The study concluded that, based on updated traffic volumes and regional growth patterns, the previously established trigger requiring construction of the roadway at the 151st lot is no longer warranted. Instead, the study recommends that the roadway connection be constructed at a later phase of development, specifically tied to occupancy within Villages 4 and 5 located south of Farm District Road.

At the May 13, 2026 Planning Commission meeting, the Planning Commission discussed the proposed timing modification associated with Condition 4.K. During discussion, concerns were raised regarding the potential for continued development south of Farm District Road prior to completion of the roadway connection to US 50 and ensuring that the roadway improvement would ultimately be constructed. The applicant team clarified that the request was not intended to avoid construction of the roadway connection, but rather to allow additional time

for the City and developer to complete the design, coordination, permitting, and construction process associated with the roadway improvements. The applicant further explained that the updated Traffic Impact Study supported tying the roadway trigger to development within Villages 4 and 5 south of Farm District Road; however, the Planning Commission expressed a preference that the trigger apply to all development south of Farm District Road. Following discussion, the Planning Commission recommended approval of the Major Modification with a modification to the proposed trigger language requiring completion of the roadway connection prior to issuance of the first certificate of occupancy on the south side of Farm District Road.

As development continues and the recordation of the subdivision map containing the 151st lot is anticipated, strict adherence to the original condition would require the applicant to construct the roadway immediately, which is not feasible given the time required for design, permitting, and construction. This would effectively halt residential development despite the updated Traffic Impact Study indicating that the connection is not yet necessary. In response, the applicant has submitted a Major Modification request to amend Condition 4.K and add clarifying language to the PD Handbook, with the intent of aligning infrastructure timing with current conditions while still ensuring that the roadway connection to US 50 is constructed at an appropriate stage of development.

In addition to the proposed Section 4.1.3 and associated exhibits, the applicant has provided finalized language establishing the design, construction, and cost responsibility framework for the arterial roadway connection.

As proposed, the developer is responsible for designing the roadway in accordance with Exhibits 4.1.3(a) through (c), the updated Traffic Impact Study prepared by GCW dated March 3, 2026, and all applicable City of Fernley standards. The interim roadway improvements include necessary grading and drainage, with the ultimate roadway buildout to occur at a future time as determined by the City. Additional improvements beyond those identified in the exhibits may be required by the City, with such improvements to be constructed at the City's expense unless otherwise agreed.

The proposed language requires the developer to prepare and submit roadway design plans for City review and approval, complete right-of-way dedication, and obtain all necessary permits, including coordination with NDOT. The City will provide a temporary construction easement to facilitate construction, and upon completion, the roadway will be dedicated to and maintained by the City.

The developer is responsible for all costs associated with the design and construction of the roadway. However, the proposed language establishes a framework under which the developer may seek reimbursement of a portion of those costs. This includes the ability to submit a proportionate share analysis to allocate costs to future benefiting development within a defined service area, as well as the potential for reimbursement through future conveyance of City-owned property associated with the roadway alignment. Any reimbursement is subject to limitations, including that reimbursement shall not exceed the developer's documented costs and is contingent upon the City's actual receipt of funds.

This framework is intended to clarify roles and responsibilities, ensure delivery of the required roadway infrastructure, and provide a mechanism for cost recovery while maintaining the City's discretion and compliance with applicable law.

While the proposed reimbursement framework is reflected in both the revised Condition 4.K and Section 4.1.3, the provisions serve distinct but complementary purposes within the Planned Development Handbook. Condition 4.K establishes the timing and construction triggers for the arterial roadway connection, including requirements tied to development within Villages 4 and 5 and limitations on deferral based on roadway capacity. In contrast, Section 4.1.3 establishes the design, construction, and implementation requirements for the roadway, including applicable standards, permitting, right-of-way dedication, and coordination with outside agencies. Together, these provisions establish a comprehensive framework governing when the roadway must

be constructed and how it will be designed, delivered, and maintained.

Pursuant to the Fernley Municipal Code, approval of a Major Modification to a Planned Development requires that specific findings be made. The proposed modification to the Friendly 5 Planned Development Handbook has been evaluated against the applicable criteria, and the following findings can be made in support of the request.

### **1. Consistency with the Master Plan and Applicable Law**

The proposed Major Modification is consistent with the City of Fernley Comprehensive Master Plan and applicable state and federal law. The modification does not alter the underlying land use designation, density, or overall development pattern of the Friendly 5 Planned Development, but instead addresses the timing and implementation of a previously approved arterial roadway connection.

As discussed in the applicant's materials, the proposed modification aligns with Master Plan goals and policies related to infrastructure timing, coordination of growth with public facilities, and provision of roadway improvements commensurate with development impacts.

The modification ensures that the arterial roadway connection will be constructed at a stage of development consistent with current traffic conditions and updated analysis, while maintaining the intent of the original approval. Therefore, the request is consistent with the City's Master Plan and applicable law.

### **2. Compatibility with Surrounding Land Uses**

The proposed Major Modification is compatible with surrounding land uses. The request is limited in scope to revising the timing and implementation framework for construction of an arterial roadway connection and does not modify the approved land uses, density, or development standards of the Planned Development.

Surrounding land uses include vacant land to the north and east, the Friendly 5 Planned Development to the south, and established single-family residential neighborhoods to the west.

The arterial roadway connection was contemplated as part of the original Planned Development approval and will provide improved regional connectivity when constructed. Adjusting the timing of the roadway to align with updated traffic conditions does not adversely impact adjacent properties and may improve overall circulation by delivering the improvement when it is warranted. Therefore, the proposed modification remains compatible with surrounding land uses.

### **3. Public Notice and Hearing Requirements**

Public notice has been provided and a public hearing has been conducted in accordance with the requirements of the Fernley Municipal Code and Nevada Revised Statutes. The application has been processed in compliance with all applicable noticing and hearing procedures.

### **RELEVANT LAWS, STATUTES, AND REGULATIONS:**

#### General

Nevada Revised Statutes (NRS) Chapter 278 – Planning and Zoning

Fernley Municipal Code (FMC) Title 32 – Development Code

City of Fernley Comprehensive Master Plan

#### Specific

NRS 278.020 – Grant of power to cities and counties for regulation of land use and development  
NRS 278.260 – Determination, establishment, enforcement and amendment of zoning regulations

FMC 32.06.140 – PD regulations, including establishment and modifications

FMC 32.03.020 – Application review procedures, general entitlement processing, hearings, and decision-making authority

**FINANCIAL IMPLICATIONS:**

None.

**ATTACHMENTS:**

1. Exhibit 1 - BILL #385
2. Exhibit 2 - Redline Friendly 5 Planned Development Handbook (PD05-06MOD)
3. Exhibit 3 - Submitted Materials From Applicant

**BILL #385**  
**CITY OF FERNLEY**  
**ORDINANCE # \_\_\_\_\_**

**AN ORDINANCE AMENDING TITLE 32, CHAPTER 6, SECTION 150-2 (USE TABLE) OF THE FERNLEY DEVELOPMENT CODE TO ALLOW THE USE OF “RECREATIONAL FACILITY, MAJOR” IN THE I (INDUSTRIAL) ZONING DISTRICT WITH A CONDITIONAL USE PERMIT.**

THE CITY COUNCIL OF THE CITY OF FERNLEY, hereinafter “the Council”, DO HEREBY ORDAIN:

**Section 1.** The Friendly 5 Planned Development (PD05-06) is hereby amended as follows:

**Planned Development Amendment**

The Friendly 5 Planned Development (PD05-06), as originally approved and subsequently amended, is hereby modified to incorporate the following changes to the Planned Development Handbook:

1. Condition 4.K is hereby amended to revise the timing and construction requirements for the arterial roadway connection from the northern boundary of the development to U.S. Highway 50, including provisions related to construction triggers, developer responsibility, and reimbursement framework.
2. Section 4.1.3 is hereby added to the Planned Development Handbook to establish design standards, construction requirements, and implementation procedures for the arterial roadway connection, including roadway cross-section, right-of-way dedication, coordination with applicable agencies, and cost responsibilities.
3. All other provisions of the Friendly 5 Planned Development Handbook shall remain in full force and effect unless specifically modified herein.

**Section 2.** All ordinances or parts of ordinances in conflict herewith are hereby repealed.

**Section 3.** The City Clerk is instructed and authorized to publish the title of this ordinance as provided by law.

**Section 4.** This ordinance shall become effective upon passage, approval, and publication.

**Section 5.** The provisions of this ordinance shall be liberally construed to effectively carry out its purposes in the interest of the public health, safety, welfare, and convenience.

**Section 6.** In any subsection, phrase, sentence, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions.

**Section 7.** The City Council finds that this ordinance is not likely to impose a direct and significant economic burden upon a business or directly restrict the formation, operation, or expansion of a business, or is otherwise exempt from Nevada Revised Statutes Chapter 237.

BILL #371 BEING HEREBY PROPOSED on the 3rd day of June, 2026.

BILL #371 BEING HEREBY PASSED, APPROVED, and ADOPTED this 17th day of June, 2026, by the following vote of the Council:

Ayes: \_\_\_\_\_ Nays: \_\_\_\_\_ Abstentions: \_\_\_\_\_ Absent: \_\_\_\_\_

FERNLEY CITY COUNCIL

By: \_\_\_\_\_ Date: \_\_\_\_\_  
Neal E. McIntyre, Mayor

Attest By: \_\_\_\_\_ Date: \_\_\_\_\_  
Kim Swanson, City Clerk



FRIENDLY 5 RANCH

Chapter 4

## Infrastructure and Public Services

## 4.1 Access and Circulation

Access to Friendly 5 Ranch is provided via Farm District Road to both the north and south portions of the Development. A roadway and pedestrian pathways network has been designed to provide adequate and safe access into and through the Development for both vehicles and pedestrians. The following identifies the hierarchy of both vehicular roadways and pedestrian pathways through the Development.

### 4.1.1 Roadway System

The hierarchy for roadways shall be as identified below and depicted within Exhibits 4.1 through 4.5 on the following pages. All roadways shall be constructed per the City of Fernley Public Works Design Standards Manual.

#### Arterial Streets:

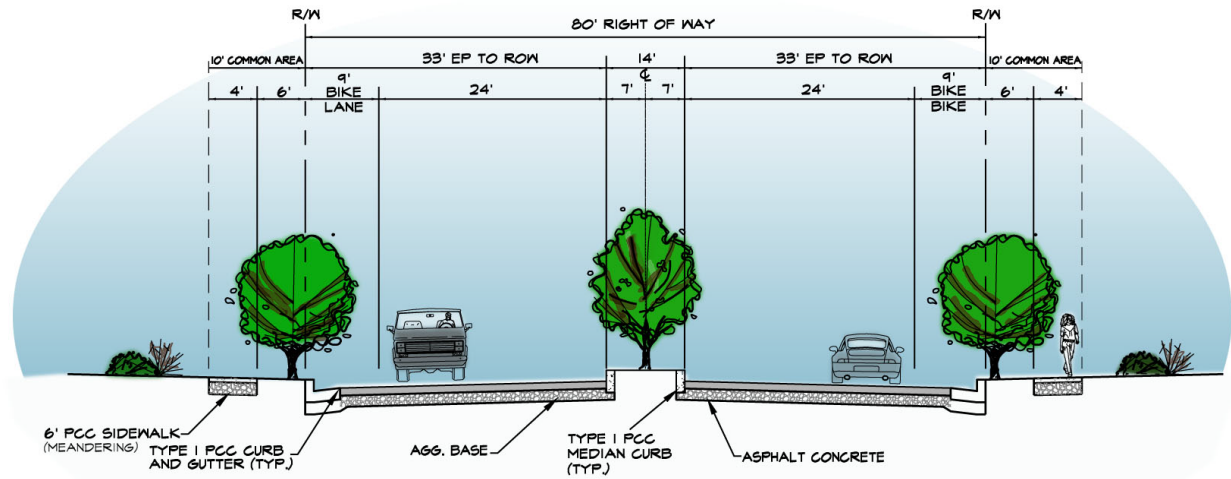
The main north/south roadway spine located on the northern portion of the Development shall be classified as an “arterial roadway” as identified within the City of Fernley Public Works Design Standards Manual. The arterial roadway consists of an 80-foot right of way including a 14-foot landscaped median and a minimum 10-foot parkway on both sides (including a meandering 4-foot sidewalk). The arterial roadway will provide for four (4) 12-foot travel lanes and two (2) 9-foot bike lanes at final build-out. The interim roadway will include a 12-foot travel lane and 9-foot bike lane on both sides with a 38-foot median until such time as four lanes are warranted and constructed by the City. The arterial roadway will be stubbed into the Bureau of Reclamations parcel for future connection to U.S. Highway 50, through the future school/park complex.

Utilities will be included within the right-of-way where possible. Where this is not feasible, Public Utility Easements (PUE's) shall be included within the 10-foot parkways on either side of the roadway.

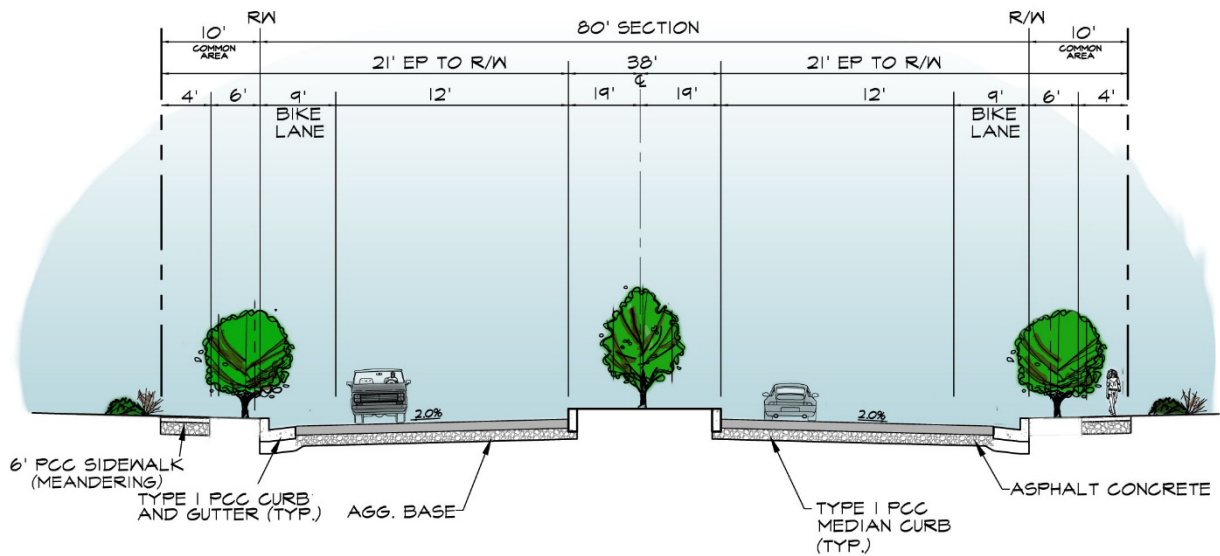




**Exhibit 4.1 – Street Network**



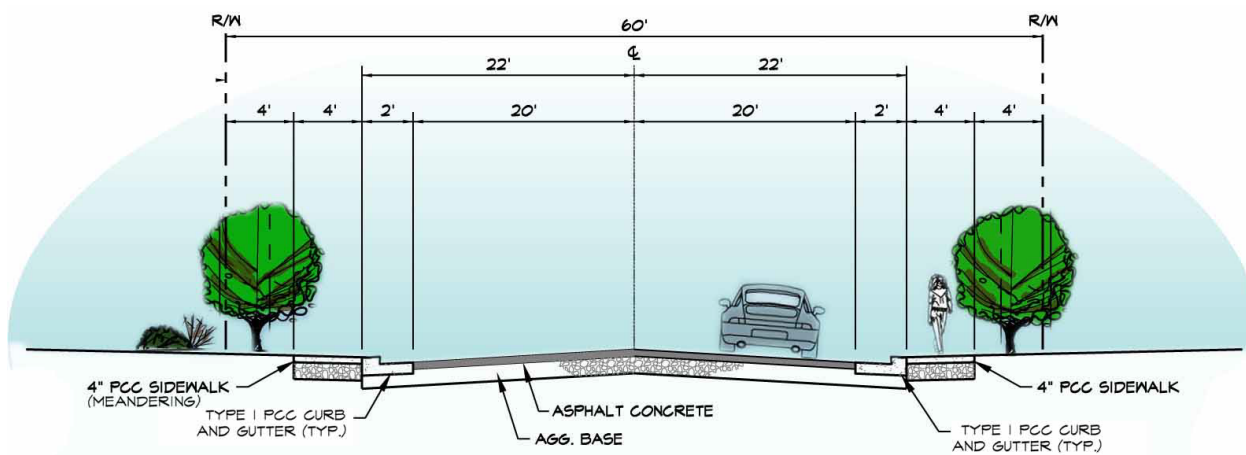
**Exhibit 4.2 - Arterial Street Section (Buildout)**



**Exhibit 4.3 - Arterial Street Section (Interim)**

#### Collector Streets:

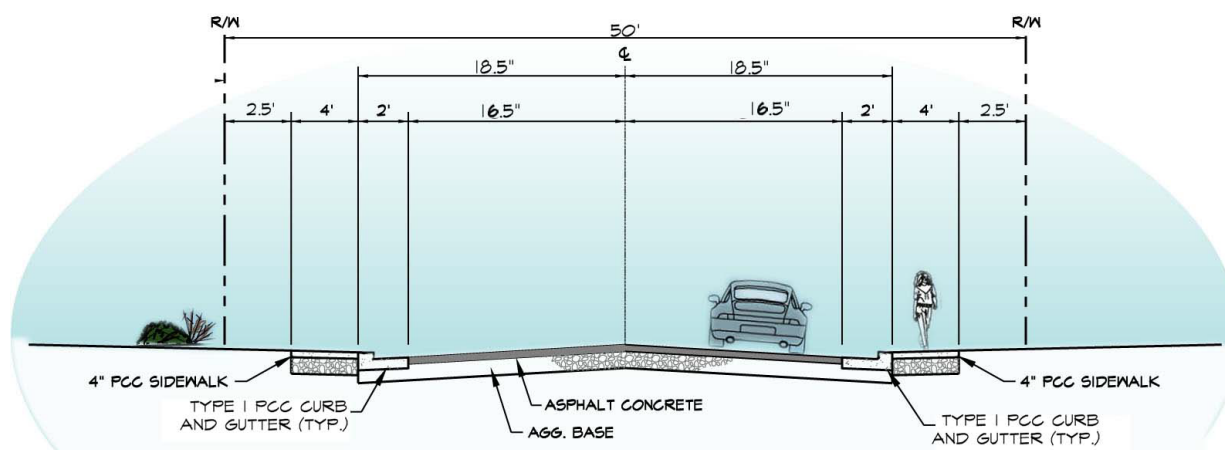
The easier entry roadway to the southern portion of Friendly 5 Ranch is classified as a collector roadway. The collector street shall provide for a 60-foot overall right-of-way. Common area bounds either side of the collector street and will offer opportunities to separate the sidewalk on either side of the street with parkway planters.



**Exhibit 4.4 - Collector Street Section**

#### Local Streets:

Local streets make up the predominance of the proposed roadways within F5 Ranch. Each local street shall be constructed per the City of Fernley standard 50-foot right-of-way section. The sidewalk shall be placed at the back face of the curb.



**Exhibit 4.5 - Local Street Section**

#### **4.1.2 Pedestrian Circulation System**

As with the roadways within Friendly 5 Ranch, the pedestrian facilities will also have a hierarchy of classifications. Pedestrian facilities include a mix of concrete sidewalks (both at the back of curb and separated by a parkway), and pedestrian trails. On the following pages, Exhibit 4.6 identifies the varying classifications and their relative location within the Development.

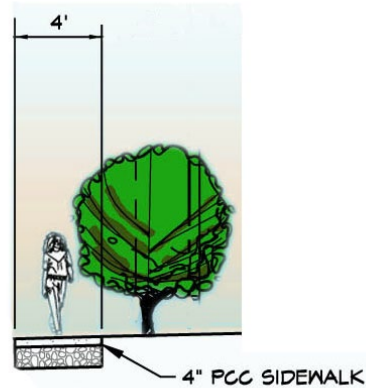




**Exhibit 4.6 – Pedestrian Circulation**

### Sidewalks:

Sidewalks shall be provided on both sides of all roadways within the Development and shall be 4-feet in width, constructed of Portland cement concrete. Sidewalks shall allow for foot traffic only.



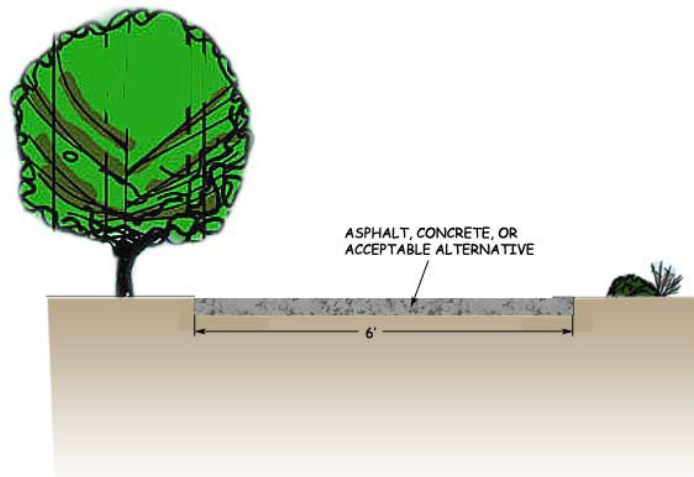

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***Exhibit 4.7 - Portland Cement Concrete Sidewalk Detail***

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### Pedestrian Trail:

The pedestrian trail is primarily located within “semi-formal” common areas/open space. Pedestrian trails shall be provided for both pedestrian and non-motorized vehicle travel only. Equestrian use of pedestrian trails is prohibited. The pedestrian trail consists of a 6-foot wide asphalt, concrete, or acceptable alternative (at the discretion of the administrator) surface pathway.



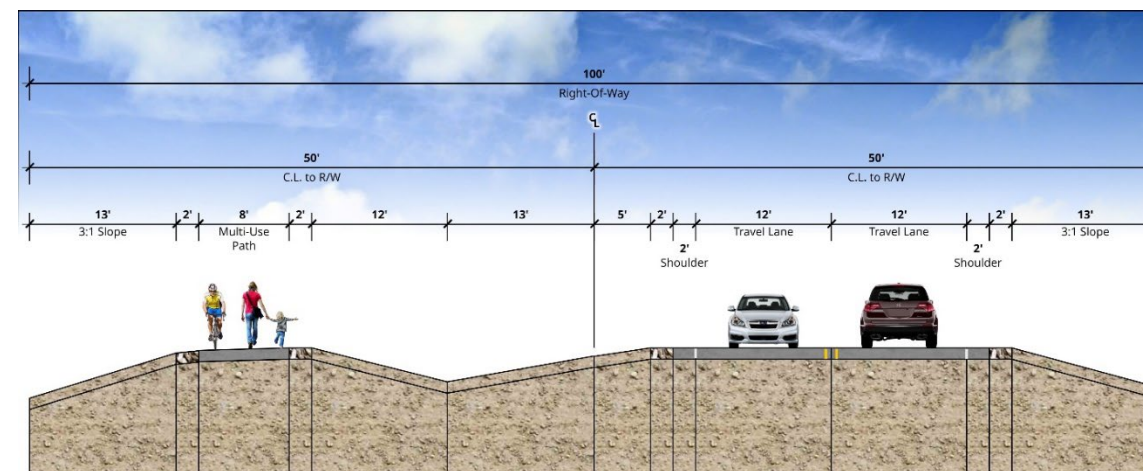

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***Exhibit 4.8 - Pedestrian Trail Detail***

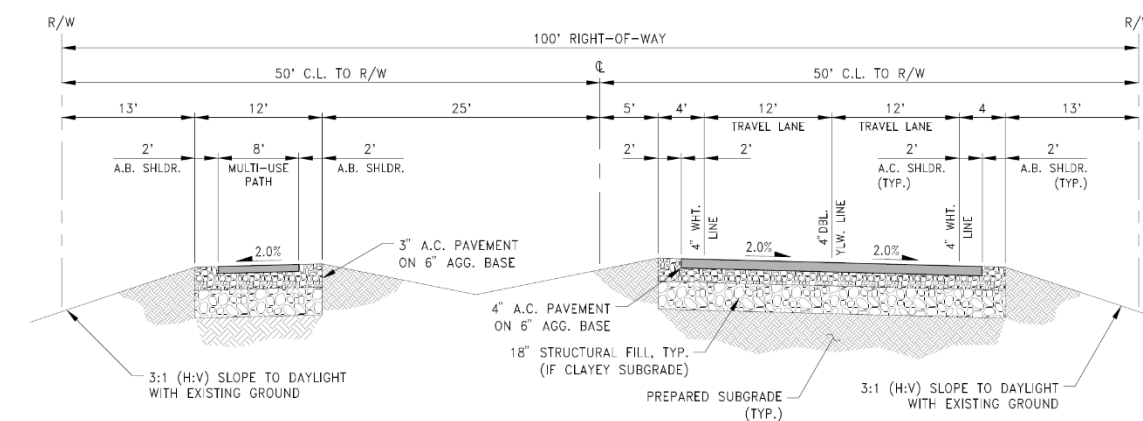
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### 4.1.3 Arterial Connector (Interim)

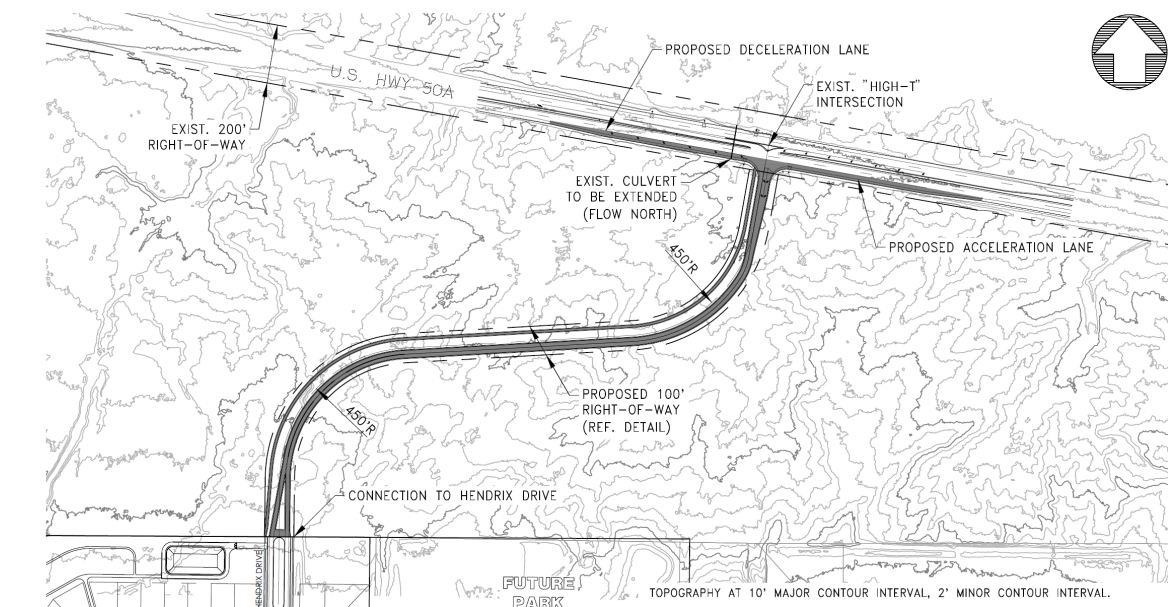
The street connecting the northern project boundary to US Highway 50 at the existing High-T intersection shall be classified as a “arterial roadway” as identified within the City of Fernley Public Works Design Standards Manual. Pursuant to recommendations in the updated Traffic Analysis (Traffic Impact Study for Friendly 5 GCW March 3, 2026) the developer shall construct the interim condition of the arterial connector identified in Exhibit 4.1.3(a) upon issuance of certificate of occupancy for any residence within Villages 4 or 5. The parcel this roadway bisects is a vacant parcel owned by the City of Fernley (previously owned by BOR) and is not part of the Friendly 5 PD. The initial roadway will provide two (2) 12-foot travel lanes and an 8-foot multi-use path on one side with a 34-foot median until such time as four lanes are warranted and constructed by the City. Refer to exhibits 4.1.3(a), 4.1.3(b), and 4.1.3(c) below.



**Exhibit 4.1.3(a) – Arterial Connector Detail (Interim)**



**Exhibit 4.1.3(b) – Arterial Connector Section (Interim)**



**Exhibit 4.1.3(c) – Arterial Collector Alignment**

The developer shall design the roadway per exhibits 4.1.3 (a) – (c), the recommendations of the updated Traffic Analysis (Traffic Impact Study for Friendly 5 GCW March 3, 2026), and applicable City of Fernley Standards. The interim roadway design and construction shall include the grading and drainage necessary for the improvements. Additional design and construction for items such as future travel lanes, utilities, curb, gutter, sidewalk, future intersections, and other design elements not listed in exhibits 4.1.3 (a)-(c) may be provided if desired by the City of Fernley at their own cost. The developer shall submit the roadway design to the City of Fernley for design review. Upon City of Fernley approval of the design the developer shall prepare and submit a right-of-way dedication map to the City and an encroachment permit with NDOT. The City of Fernley shall issue a temporary construction easement for the developer to construct the roadway. The Developer shall be responsible for all costs associated with the design and construction of the roadway and all associated improvements. The developer may seek reimbursement of a portion of its documented roadway construction costs through the following mechanisms, subject to the limitations set forth below:

(a) Proportionate Share Contributions. The developer may, at its sole cost and expense, prepare and submit to the City a proportionate share analysis, prepared by a qualified traffic engineer using generally accepted methodology, identifying (i) the geographic benefit area served by the roadway and (ii) the proportionate share of roadway costs reasonably allocable to existing and reasonably anticipated future development within that benefit area, including the share allocable to the developer's own development. Such analysis must be submitted to the City no later than twenty-four (24) months after substantial completion of the roadway; failure to timely submit the analysis shall constitute a waiver of Developer's rights under this subsection (a). Upon the City's approval of the analysis and methodology (which approval shall not be unreasonably withheld), the City shall use commercially reasonable efforts, consistent with applicable law and the City's land use authority, to

condition approval of future development projects within the benefit area on payment of a proportionate share contribution toward Roadway costs, and to remit such contributions, when and if collected, to the developer as reimbursement until the developer has been reimbursed in full or until fifteen (15) years after substantial completion of the roadway, whichever occurs first.

(b) Conveyance Reimbursement. If the City conveys all or any portion of either of the resultant parcels created by the roadway alignment to a third party within ten (10) years after substantial completion of the roadway, the developer may request that the City enter into a reimbursement agreement providing for reimbursement of a portion of the developer's documented roadway construction costs from the proceeds of such conveyance, on terms to be mutually agreed by the parties.

(c) Limitations. In no event shall the aggregate reimbursement to the developer exceed the developer's documented actual costs of constructing the roadway, less the portion of such costs attributable to the developer's own proportionate share. The developer's right to reimbursement is contingent on the City's actual receipt of contributions or conveyance proceeds and does not obligate the City to advance funds from any other source or to collect any amount the City is unable to lawfully impose.

Upon completion of the roadway, the City of Fernley shall record the right-of-way dedication map. The completed roadway will be owned by and maintained by the City of Fernley.



## 4.2 Utilities

All utilities provided in Friendly 5 Ranch shall be subject to the standards and specifications identified in the City of Fernley Public Works Design Standards Manual.

### 4.2.1 Water Service

The City of Fernley shall be the water purveyor for the Friendly 5 Ranch. Appropriate water rights sufficient to serve the Development will be dedicated by the developer at the time of Final Map. The proposed project will be served by an existing 18" water line located in Farm District Road and operated by the City of Fernley. Because the project is located on both the north and south sides of Farm District Road, multiple taps off the 18" line can be expected.

The estimated residential demand is anticipated to be approximately 602± AF/year.

### 4.2.2 Sanitary Sewer Service

The project is proposed to sewer via a network of gravity mains to a lift station that will be located at the northwest corner of the project, where it will then be pumped in a force main to the wastewater treatment facility.

It is estimated that 538± homes will generate a peak hour demand of approximately 556,830 gallons/day. A detailed sewer report is provided within Supplemental Reports included with this Handbook.

### 4.2.3 Storm Drainage

The Development is located within a Shaded X flood zone as identified by FEMA. With the exception of roadside ditches and culverts on Farm District Road, there are no storm drain facilities in the vicinity of the Development. Storm water runoff generated from developed surfaces will be collected and routed to on-site retention basins via gutters, catch basins, and storm drains. Storm water management facilities will be installed as each phase of the Project is developed. As the site generally slopes to the north, retention basins will be located at the northern boundary of each developed area. Open spaces will be graded toward a meandering low point in the middle to collect and retain runoff generated within its boundaries. Storm water runoff within the Development will not drain to the Bureau of Reclamation's parcel directly north of the site.

### 4.2.4 Natural Gas Service

Southwest Gas owns and operates a 4" gas main located in Farm District Road that is of adequate size to serve the proposed project. As with the water system, multiple taps off the main is expected to serve the project. Natural gas shall be provided to every residential lot. Final design and location shall be coordinated with Southwest Gas.

#### **4.2.5 Electrical Service**

The project is adjacent to a network of overhead power lines operated by Sierra Pacific Power Company that includes both transmission and distribution lines. The project itself will be served with an underground electric system consisting of conduit, vaults and distribution cabling. Final locations and distribution design shall be provided by Sierra Pacific Power Company.

### **4.3 Fire Protection and Emergency Services**

The project is located within the North Lyon County Fire District, approximately 4.1 miles by way of travel from the nearest fire station located on Main Street. A hierarchy of collector and local level streets are provided within the Development, designed such that minimum turning radii and maximum cul-de-sac lengths as identified by the City of Fernley Public Works Design Manual have been adhered to.

### **4.4 Schools**

Currently, the Friendly 5 Ranch site is zoned for students to attend Cottonwood Elementary, Fernley Intermediate, and Fernley High Schools. Additionally, the Development is located adjacent to a Bureau of Reclamations parcel of which the City of Fernley is currently negotiating purchase of the property for future use as schools and parks sites. Currently, a conceptual development plan has been prepared by a consultant for the City identifying several potential school sites, which may include elementary, middle, and high school facilities, in addition to several park sites. The open space and trail network proposed within F5 Ranch foster safe routes for these potential future schools and parks and the Development promotes walkability for both Friendly 5 Ranch and surrounding residents.

# Major Modification **Friendly 5 PUD**

Submitted to City of Fernley

March 17, 2026

ORIGINAL

Prepared for  
**KDH Builders, LLC**  
5400 Equity Avenue  
Reno, NV 89502

Prepared by



**WOOD RODGERS**  
DEVELOPING INNOVATIVE DESIGN SOLUTIONS

1361 Corporate Blvd • Reno, NV 89502 • Tel: 775.823.4068

Page 165 of 286

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-  Property Tax Receipt

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-  Aerial Map
-  Master Plan Map
-  Zoning Map

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  - Executive Summary
  - Background and Existing Conditions
  - Project Request
  - Project Analysis
-  Major Deviation Findings

### **Section 3 – Technical Studies**

-  Traffic Impact Study
-  Friendly 5 PD Handbook – Chapter 4 (with redlines)

# Section 1



**Planning Department**  
**595 Silver Lace Blvd, Fernley, NV 89408**  
**Development Application**

**APPLICATIONS, PLANS, AND/OR SUPPORTING DOCUMENTATION THAT ARE INCOMPLETE OR ILLEGIBLE WILL NOT BE ACCEPTED.**

Please complete all sections that apply to you and/or your project. Various applications are only accepted on the application deadline dates. Please call before you submit to verify that someone will be available to assist you at (775) 784-9810.

|                                                                |                                                              |
|----------------------------------------------------------------|--------------------------------------------------------------|
| <input type="checkbox"/> ADMINISTRATIVE REVIEW .....(AR)       | <input type="checkbox"/> APPEAL .....(APP)                   |
| <input type="checkbox"/> ANNEXATION .....(ANX)                 | <input type="checkbox"/> PLANNED DEVELOPMENT .....(PD)       |
| <input type="checkbox"/> CONDITIONAL USE PERMIT .....(CUP)     | <input type="checkbox"/> DEVELOPMENT AGREEMENT .....(DA)     |
| <input checked="" type="checkbox"/> MAJOR DEVIATION .....(MJD) | <input type="checkbox"/> TEMPORARY USE PERMIT .....(TUP)     |
| <input type="checkbox"/> MASTER PLAN AMENDMENT.....(MPA)       | <input type="checkbox"/> VARIANCE .....(VAR)                 |
| <input type="checkbox"/> MINOR DEVIATION .....(MND)            | <input type="checkbox"/> REASONABLE ACCOMMODATION .....(RAD) |
| <input type="checkbox"/> ZONING MAP AMENDMENT.....(ZMA)        | <input type="checkbox"/> OTHER.....                          |

|                                            |                  |                                     |                                      |
|--------------------------------------------|------------------|-------------------------------------|--------------------------------------|
| <b>Applicant's Name</b> <b>Scott Berge</b> |                  | <b>Signature</b> <i>Scott Berge</i> | <b>Primary Contact?</b>              |
| <b>Company Name:</b> KDH Builders, LLC     |                  |                                     |                                      |
| <b>Address:</b> 5400 Equity Ave            |                  |                                     |                                      |
| <b>City:</b> Reno                          | <b>State:</b> NV | <b>Zip Code:</b> 89502              | <b>Email:</b> sberge@KDHbuilders.net |
| <b>Phone No.:</b> 775-473-4215             | <b>Cell No.:</b> | <b>Fax No.:</b>                     |                                      |

|                                                                   |                  |                                      |
|-------------------------------------------------------------------|------------------|--------------------------------------|
| <b>Property Owners Name</b> <b>Jenuane Communities Onda Verde</b> |                  | <b>Primary Contact?</b>              |
| <b>Company Name:</b> Jenuane Communities Onda Verde               |                  |                                      |
| <b>Address:</b> 5400 Equity Ave                                   |                  |                                      |
| <b>City:</b> Reno                                                 | <b>State:</b> NV | <b>Zip Code:</b> 89502               |
| <b>Phone No.:</b>                                                 | <b>Cell No.:</b> | <b>Email:</b> sberge@KDHbuilders.net |
| <b>Fax No.:</b>                                                   |                  |                                      |

|                                                        |                  |                                         |
|--------------------------------------------------------|------------------|-----------------------------------------|
| <b>Engineer / Representative</b> <b>Derek Kirkland</b> |                  | <b>Primary Contact?</b> <b>Yes</b>      |
| <b>Company Name:</b> Wood Rodgers, Inc.                |                  |                                         |
| <b>Address:</b> 1361 Corporate Boulevard               |                  |                                         |
| <b>City:</b> Reno                                      | <b>State:</b> NV | <b>Zip Code:</b> 89502                  |
| <b>Phone No.:</b> 775-823-4068                         | <b>Cell No.:</b> | <b>Email:</b> dkirkland@woodrodgers.com |
| <b>Fax No.:</b>                                        |                  |                                         |

**Brief Project Type/Description (Attach Detailed Project Type / Description):**  
The subject request is for a Major Modification to modify the text of the Friendly 5 (F5) Ranch Planned Development (PD) Handbook to reflect a construction threshold for the Highway 50 roadway connector commensurate with known project timelines and existing conditions

**Subdivision/Project Name And/Or Phase:** Friendly 5 Ranch Planned Development

**Project Location (Street Address):** 2625 Farm District Rd, Fernley, NV

**Assessor's Parcel Number(s):** 021-303-09, -52, -54, -67

|                                                                                                            |                                                                                                            |
|------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|
| <b>Current Zoning:</b> Planned Development (PD)                                                            | <b>Comprehensive Plan Land Use Designation:</b> Single Family Residential (SFR)                            |
| <b>Total Project Acreage:</b>                                                                              | <b>% Commercial:</b> no change                                                                             |
| <b>Number of Parcels Proposed:</b> no change                                                               | <b>% Open Space:</b> no change                                                                             |
| <b>CITY UTILITIES</b>                                                                                      |                                                                                                            |
| <b>Water:</b><br><input checked="" type="checkbox"/> Currently Served<br><input type="checkbox"/> Proposed | <b>Sewer:</b><br><input checked="" type="checkbox"/> Currently Served<br><input type="checkbox"/> Proposed |

**Previous Applications For This Site?** ☒ Yes ☐ No

**List Previous Application No(s) And Names:** **ZMA-05-15, PD 05-06, TSM 2016-003**

|                                                                                                                                                    |                                   |                         |
|----------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|-------------------------|
| <b>2009 Flood Zone Designation:</b> <input type="checkbox"/> A <input type="checkbox"/> AE <input type="checkbox"/> AH <input type="checkbox"/> AO | <b>FEMA Map No.:</b> 32019C0110E  |                         |
| <b>Application Filing Date:</b>                                                                                                                    | <b>Office Use Only</b>            | <b>Application Fee:</b> |
| <b>Application No.:</b>                                                                                                                            | <b>Development Review Meeting</b> | <b>Outsource Fee:</b>   |
| <b>Application Intake By:</b>                                                                                                                      | <b>Date:</b>                      | <b>Noticing Fee:</b>    |
| <b>Planner:</b>                                                                                                                                    | <b>Time:</b>                      | <b>Total Due:</b>       |

## LETTER OF AUTHORIZATION

This letter shall serve to notify and verify the I/we am/are the legal owner(s) of the property being considered under this application and do hereby authorize the above representative to file and represent my/our interest in this application.

I/we am/are the legal owner(s) of said property; have read the foregoing "Letter of Authorization" and know the contents thereof; and so hereby certify (or declare) under penalty of perjury under the laws of the State of Nevada that the information contained in this application is true and correct.

OWNER(S) OF RECORD: *(Include all signatures-provide extra sheets if necessary)*

Kenneth D Hendrix      [Signature]      3-12-26  
(Print Name)      (Signature)      (Date)

\_\_\_\_\_  
(Print Name)      (Signature)      (Date)

I certify under penalty of perjury that I am the applicant and that the foregoing statements and answers contained herein and the information herein submitted, are in all respects true and correct. I grant permission to City staff and officials to enter the property to conduct inspections/site visits necessary for the review of the project. I also certify that all plans and submittal requirements are in accordance with the Nevada Revised Statutes and City Code, have been drawn to a standard engineering scale (e.g. 1"=20', 1"=50', 1"=100') or architectural scale (e.g. 1/4"=1', 1/8"=1') that is appropriate to the project size, and clearly define and identify all of the required information.

APPLICANT:

Scott Berge      [Signature]      3.16.26  
(Print Name)      (Signature)      (Date)

APPLICANT'S ENGINEER/REPRESENTATIVE:

DEREK KIRKLAND, AICP      [Signature]      3/16/26  
(Print Name)      (Signature)      (Date)

City of Fernley Development Code, Section 32.03.030, Common Review Procedures: The City will not process incomplete applications. Review for completeness of application forms is solely to determine whether preliminary information required for submission with the application is sufficient to allow further processing. A determination of completeness shall not constitute a decision as to whether an application complies with the City's Development Code.

Note: Development review meetings are preliminary nature and comments expressed by staff should not be construed as being Conditions of Approval for any project application.



**EXHIBIT A  
PROJECT LEGAL DESCRIPTION**

All that certain real property situate within Section-Twenty-One (21) Township Twenty (20) North, Range Twenty-Five (25) East, Mount Diablo Meridian, City of Fernley, County of Lyon, State of Nevada, and being more particularly described as follows:

**BEING** Parcel 3 as shown on Parcel Map No. 366028, recorded October, 24, 2005, in the Official Records of Lyon County, Nevada;

**EXCEPTING** therefrom the "Farm District Road Easement State Rout 828" as shown on said map;

**TOGETHER WITH** Parcel 1 as shown on Parcel Map No. 366027, recorded October 24, 2005 in the Official County Records of Lyon County;

**EXCEPTING** therefrom the "Farm District Road Easement State Route 828" as shown on said map;

**TOGETHER WITH** Parcel 2 as shown on Parcel Map 497187, recorded October 12, 2012 in the Official Records of Lyon County;

**TOGETHER WITH** Parcel 2-A as shown o Parcel Map 366096, recorded October 25, 2005, in the Official County Records of Lyon County;

**TOGETHER WITH** Parcel E as described in Document No 560699, recorded February 6, 2017 in the Official Records of Lyon County.

Prepared by:  
Wood Rodgers, Inc.  
1361 Corporate Blvd  
Reno, NV 89502



\_\_\_\_\_  
John A. Gomez, P.L.S.  
Nevada Certificate No. 20123

8-29-19

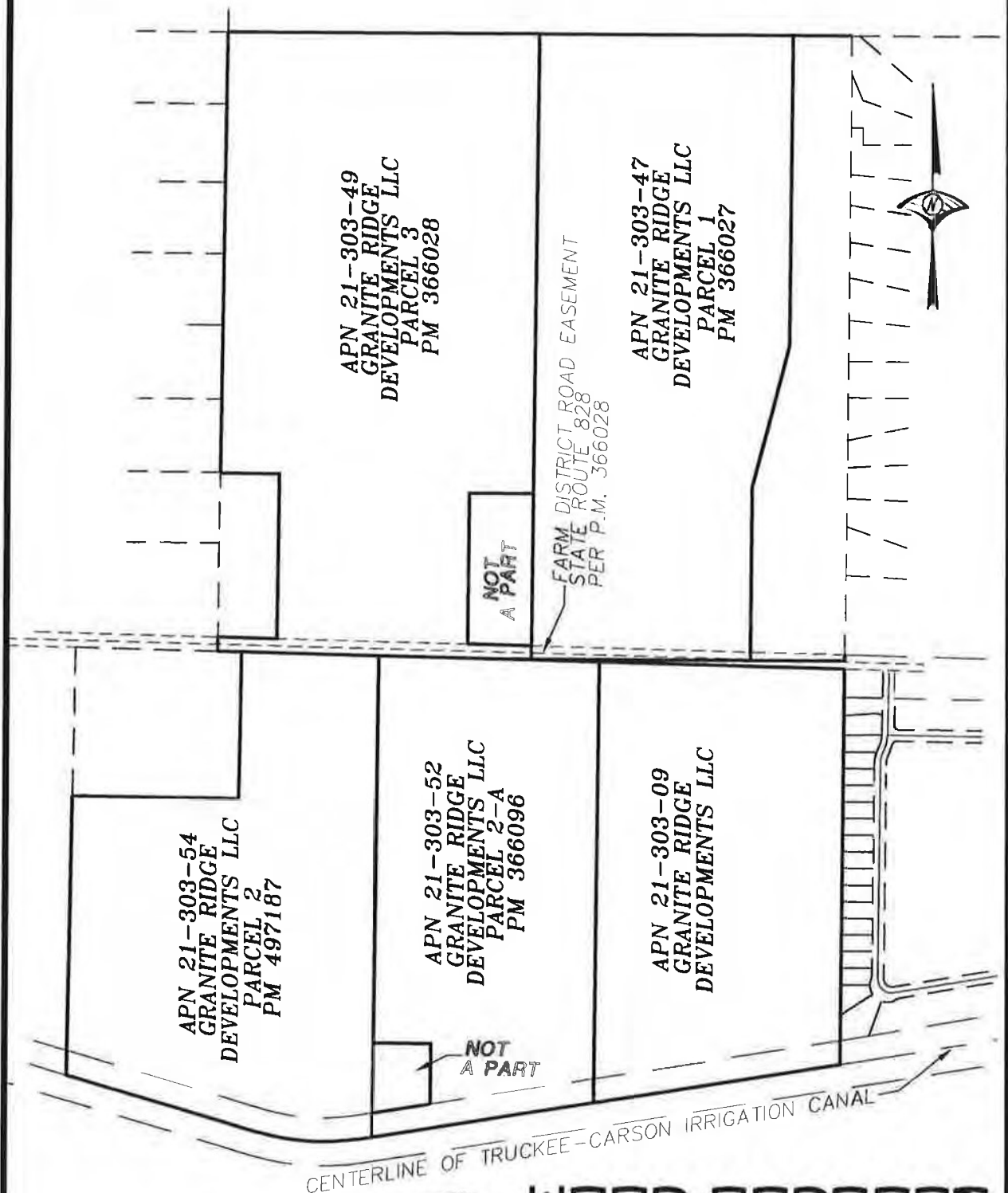


# EXHIBIT A-1

PLAT TO ACCOMPANY

## PROJECT BOUNDARY

BEING A PORTION OF SECTION 21  
TOWNSHIP 20 NORTH, RANGE 25 EAST, M.D.M  
FERNLEY LYON COUNTY NEVADA



JOB NO. 1757.001  
SHEET 1 OF 1



**WOOD RODGERS**  
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

1361 Corporate Blvd  
Reno, NV 89502

Tel 775.823.4068  
Fax 775.823.4066



## Tax Account 021-303-09

### Owners

JENUANE COMMUNITIES ONDA VERDE  
5400 EQUITY AVE  
RENO, NV 89502-0000

### Account Summary

|               |                                  |
|---------------|----------------------------------|
| Account ID    | 021-303-09                       |
| Account Type  | Real Estate                      |
| Location      | 2725 FARM DISTRICT RD<br>FERNLEY |
| Balance       | \$1,031.00                       |
| Currently Due | \$1,031.00                       |

\$1,031.00 is due by  
March 02, 2026.

You can pay any amount up to  
\$1,031.00 (the current balance).

### Current Year

|                     |                             |
|---------------------|-----------------------------|
| Description         | 2025/2026 REAL ESTATE TAXES |
| Original            | \$4,127.03                  |
| Total               | \$4,127.03                  |
| Paid                | \$3,096.03                  |
| Balance             | \$1,031.00                  |
| Due                 | \$1,031.00                  |
| Ad Valorem Tax Rate | 3.6579                      |
| Tax District        | 6.0 (City of Fernley)       |
| Tax Cap             | 100% High 8.0%              |
| Tax Cap Type        | Other                       |

### Installments

| # | Due Date   | Penalty Date | Status | Original Total | Penalty | Interest | Total      | Paid       | Total Due  | Pay Now                  |
|---|------------|--------------|--------|----------------|---------|----------|------------|------------|------------|--------------------------|
| 1 | 08/18/2025 | 08/29/2025   | Paid   | \$1,034.03     | \$0.00  | \$0.00   | \$1,034.03 | \$1,034.03 | \$0.00     |                          |
| 2 | 10/06/2025 | 10/17/2025   | Paid   | \$1,031.00     | \$0.00  | \$0.00   | \$1,031.00 | \$1,031.00 | \$0.00     |                          |
| 3 | 01/05/2026 | 01/16/2026   | Paid   | \$1,031.00     | \$0.00  | \$0.00   | \$1,031.00 | \$1,031.00 | \$0.00     |                          |
| 4 | 03/02/2026 | 03/13/2026   | Due    | \$1,031.00     | \$0.00  | \$0.00   | \$1,031.00 | \$0.00     | \$1,031.00 | Pay<br>\$1,031.00<br>Now |



## Tax Account 021-303-52

### Owners

JENUANE COMMUNITIES ONDA VERDE  
5400 EQUITY AVE  
RENO, NV 89502-0000

### Account Summary

|               |                                  |
|---------------|----------------------------------|
| Account ID    | 021-303-52                       |
| Account Type  | Real Estate                      |
| Location      | 2625 FARM DISTRICT RD<br>FERNLEY |
| Balance       | \$1,045.00                       |
| Currently Due | \$1,045.00                       |

\$1,045.00 is due by  
March 02, 2026.

You can pay any amount up to  
\$1,045.00 (the current balance).

### Current Year

|                     |                             |
|---------------------|-----------------------------|
| Description         | 2025/2026 REAL ESTATE TAXES |
| Original            | \$4,183.39                  |
| Total               | \$4,183.39                  |
| Paid                | \$3,138.39                  |
| Balance             | \$1,045.00                  |
| Due                 | \$1,045.00                  |
| Ad Valorem Tax Rate | 3.6579                      |
| Tax District        | 6.0 (City of Fernley)       |
| Tax Cap             | 100% High 8.0%              |
| Tax Cap Type        | P: NON QUALIFYING           |

### Installments

| # | Due Date   | Penalty Date | Status | Original Total | Penalty | Interest | Total      | Paid       | Total Due  | Pay Now                  |
|---|------------|--------------|--------|----------------|---------|----------|------------|------------|------------|--------------------------|
| 1 | 08/18/2025 | 08/29/2025   | Paid   | \$1,048.39     | \$0.00  | \$0.00   | \$1,048.39 | \$1,048.39 | \$0.00     |                          |
| 2 | 10/06/2025 | 10/17/2025   | Paid   | \$1,045.00     | \$0.00  | \$0.00   | \$1,045.00 | \$1,045.00 | \$0.00     |                          |
| 3 | 01/05/2026 | 01/16/2026   | Paid   | \$1,045.00     | \$0.00  | \$0.00   | \$1,045.00 | \$1,045.00 | \$0.00     |                          |
| 4 | 03/02/2026 | 03/13/2026   | Due    | \$1,045.00     | \$0.00  | \$0.00   | \$1,045.00 | \$0.00     | \$1,045.00 | Pay<br>\$1,045.00<br>Now |



## Tax Account 021-303-54

### Owners

JENUANE COMMUNITIES ONDA VERDE  
5400 EQUITY AVE  
RENO, NV 89502-0000

### Account Summary

|               |                               |
|---------------|-------------------------------|
| Account ID    | 021-303-54                    |
| Account Type  | Real Estate                   |
| Location      | 0 FARM DISTRICT RD<br>FERNLEY |
| Balance       | \$1,224.00                    |
| Currently Due | \$1,224.00                    |

\$1,224.00 is due by  
March 02, 2026.

You can pay any amount up to  
\$1,224.00 (the current balance).

### Current Year

|                     |                             |
|---------------------|-----------------------------|
| Description         | 2025/2026 REAL ESTATE TAXES |
| Original            | \$4,899.40                  |
| Total               | \$4,899.40                  |
| Paid                | \$3,675.40                  |
| Balance             | \$1,224.00                  |
| Due                 | \$1,224.00                  |
| Ad Valorem Tax Rate | 3.6579                      |
| Tax District        | 6.0 (City of Fernley)       |
| Tax Cap             | 100% High 8.0%              |
| Tax Cap Type        | Other                       |

### Installments

| # | Due Date   | Penalty Date | Status | Original Total | Penalty | Interest | Total      | Paid       | Total Due  | Pay Now                  |
|---|------------|--------------|--------|----------------|---------|----------|------------|------------|------------|--------------------------|
| 1 | 08/18/2025 | 08/29/2025   | Paid   | \$1,227.40     | \$0.00  | \$0.00   | \$1,227.40 | \$1,227.40 | \$0.00     |                          |
| 2 | 10/06/2025 | 10/17/2025   | Paid   | \$1,224.00     | \$0.00  | \$0.00   | \$1,224.00 | \$1,224.00 | \$0.00     |                          |
| 3 | 01/05/2026 | 01/16/2026   | Paid   | \$1,224.00     | \$0.00  | \$0.00   | \$1,224.00 | \$1,224.00 | \$0.00     |                          |
| 4 | 03/02/2026 | 03/13/2026   | Due    | \$1,224.00     | \$0.00  | \$0.00   | \$1,224.00 | \$0.00     | \$1,224.00 | Pay<br>\$1,224.00<br>Now |



## Tax Account 021-303-67

### Owners

JENUANE COMMUNITIES ONDA VERDE  
5400 EQUITY AVE  
RENO, NV 89502-0000

### Account Summary

|               |                               |
|---------------|-------------------------------|
| Account ID    | 021-303-67                    |
| Account Type  | Real Estate                   |
| Location      | 0 FARM DISTRICT RD<br>FERNLEY |
| Balance       | \$259.61                      |
| Currently Due | \$259.61                      |

\$259.61 is due by  
March 02, 2026.

You can pay any amount up to  
\$259.61 (the current balance).

### Current Year

|                     |                             |
|---------------------|-----------------------------|
| Description         | 2025/2026 REAL ESTATE TAXES |
| Original            | \$8,393.08                  |
| Total               | \$8,393.08                  |
| Paid                | \$8,133.47                  |
| Balance             | \$259.61                    |
| Due                 | \$259.61                    |
| Ad Valorem Tax Rate | 3.6579                      |
| Tax District        | 6.0 (City of Fernley)       |
| Tax Cap             | 100% High 8.0%              |
| Tax Cap Type        | Other                       |

### Installments

| # | Due Date   | Penalty Date | Status | Original Total | Penalty | Interest | Total      | Paid       | Total Due | Pay Now |
|---|------------|--------------|--------|----------------|---------|----------|------------|------------|-----------|---------|
| 1 | 08/18/2025 | 08/29/2025   | Paid   | \$2,099.08     | \$0.00  | \$0.00   | \$2,099.08 | \$2,099.08 | \$0.00    |         |
| 2 | 10/06/2025 | 10/17/2025   | Paid   | \$2,098.00     | \$0.00  | \$0.00   | \$2,098.00 | \$2,098.00 | \$0.00    |         |
| 3 | 01/05/2026 | 01/16/2026   | Paid   | \$2,098.00     | \$0.00  | \$0.00   | \$2,098.00 | \$2,098.00 | \$0.00    |         |



## Tax Account 022-628-15

### Owners

JENUANE COMMUNITIES ONDA VERDE  
5400 EQUITY AVE  
RENO, NV 89502-0000

### Account Summary

|               |                               |
|---------------|-------------------------------|
| Account ID    | 022-628-15                    |
| Account Type  | Real Estate                   |
| Location      | 0 FARM DISTRICT RD<br>FERNLEY |
| Balance       | \$0.00                        |
| Currently Due | \$0.00                        |

No payment currently due.

This account has a balance of \$0.00. No payment can be made.

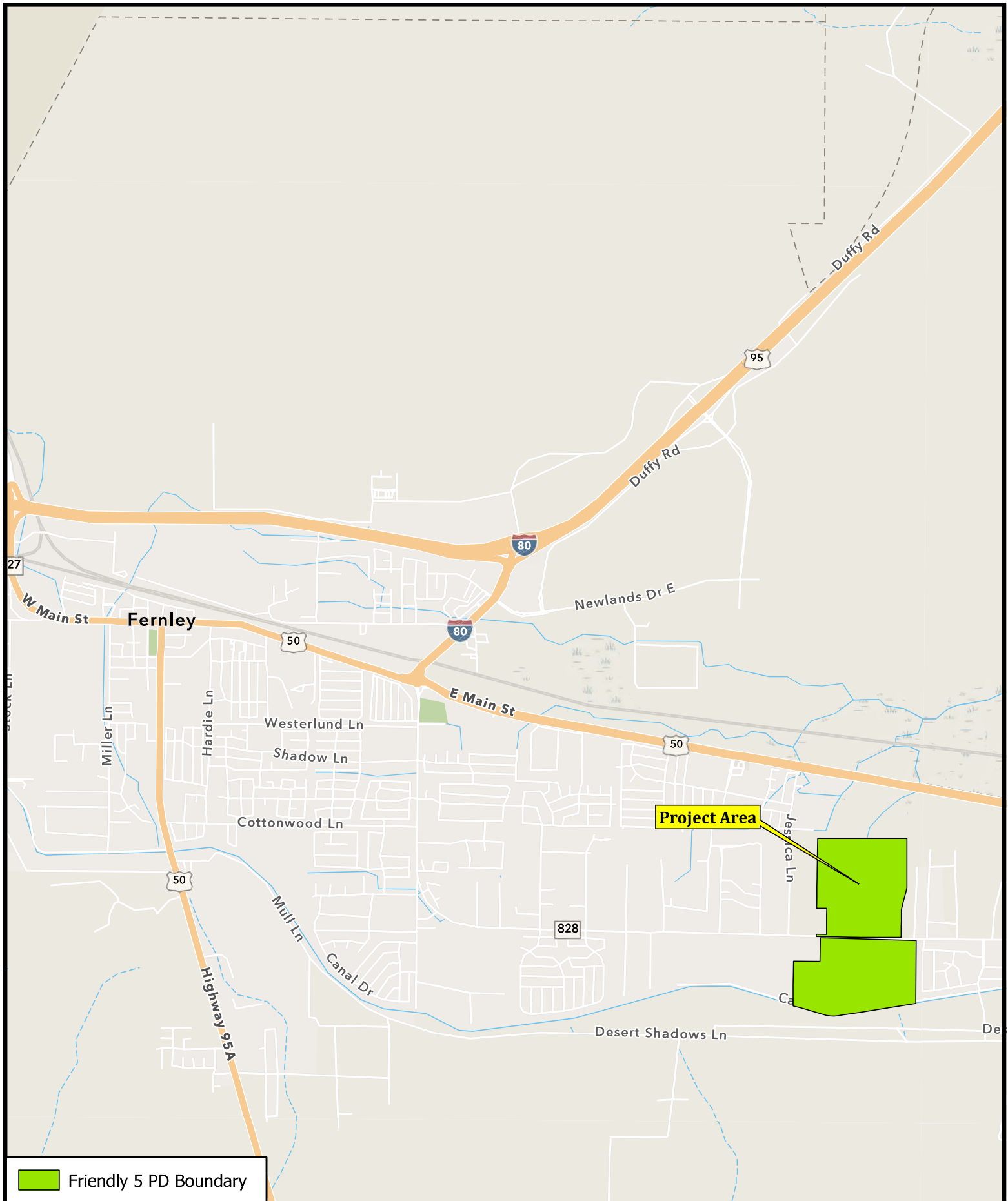
### Current Year

|                     |                             |
|---------------------|-----------------------------|
| Description         | 2025/2026 REAL ESTATE TAXES |
| Original            | \$26.17                     |
| Total               | \$26.17                     |
| Paid                | \$26.17                     |
| Balance             | \$0.00                      |
| Due                 | \$0.00                      |
| Ad Valorem Tax Rate | 3.6579                      |
| Tax District        | 6.0 (City of Fernley)       |
| Tax Cap             | 100% High 8.0%              |
| Tax Cap Type        | Other                       |

### Installments

| # | Due Date   | Penalty Date | Status  | Original Total | Penalty | Interest | Total   | Paid    | Total Due |
|---|------------|--------------|---------|----------------|---------|----------|---------|---------|-----------|
| 1 | 08/18/2025 | 08/29/2025   | Paid    | \$26.17        | \$0.00  | \$0.00   | \$26.17 | \$26.17 | \$0.00    |
| 2 | 10/06/2025 | 10/17/2025   | Not due | \$0.00         | \$0.00  | \$0.00   | \$0.00  | \$0.00  | \$0.00    |
| 3 | 01/05/2026 | 01/16/2026   | Not due | \$0.00         | \$0.00  | \$0.00   | \$0.00  | \$0.00  | \$0.00    |
| 4 | 03/02/2026 | 03/13/2026   | Not due | \$0.00         | \$0.00  | \$0.00   | \$0.00  | \$0.00  | \$0.00    |

# Section 2







  
0 462 1/2 925  
FEET

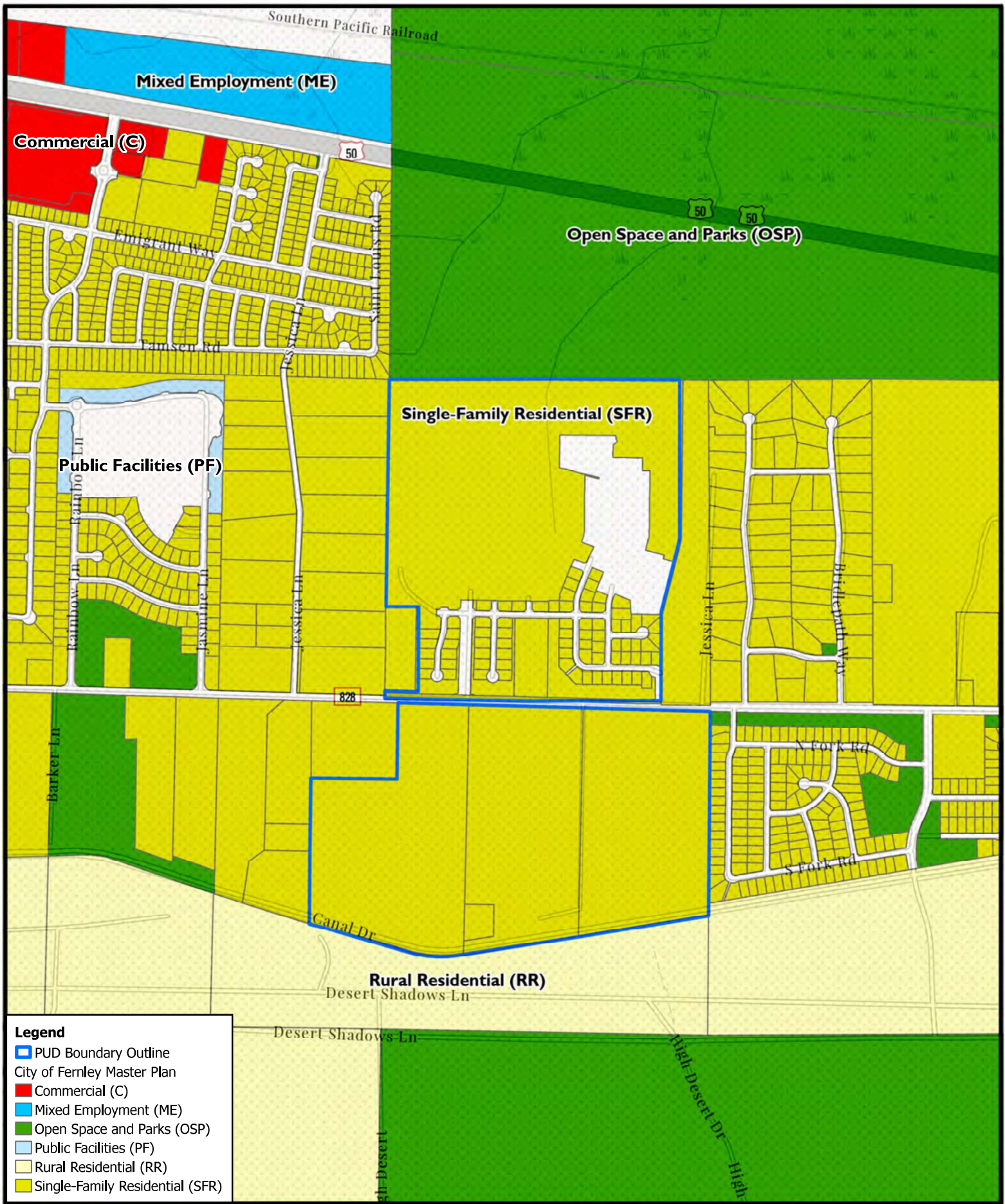
# Aerial Map

## Friendly 5 Major Deviation

March 2026

  
**WOOD RODGERS**  
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME  
1361 Corporate Boulevard Tel: 775.823.4068  
Reno, NV 89502 Fax: 775.823.4066

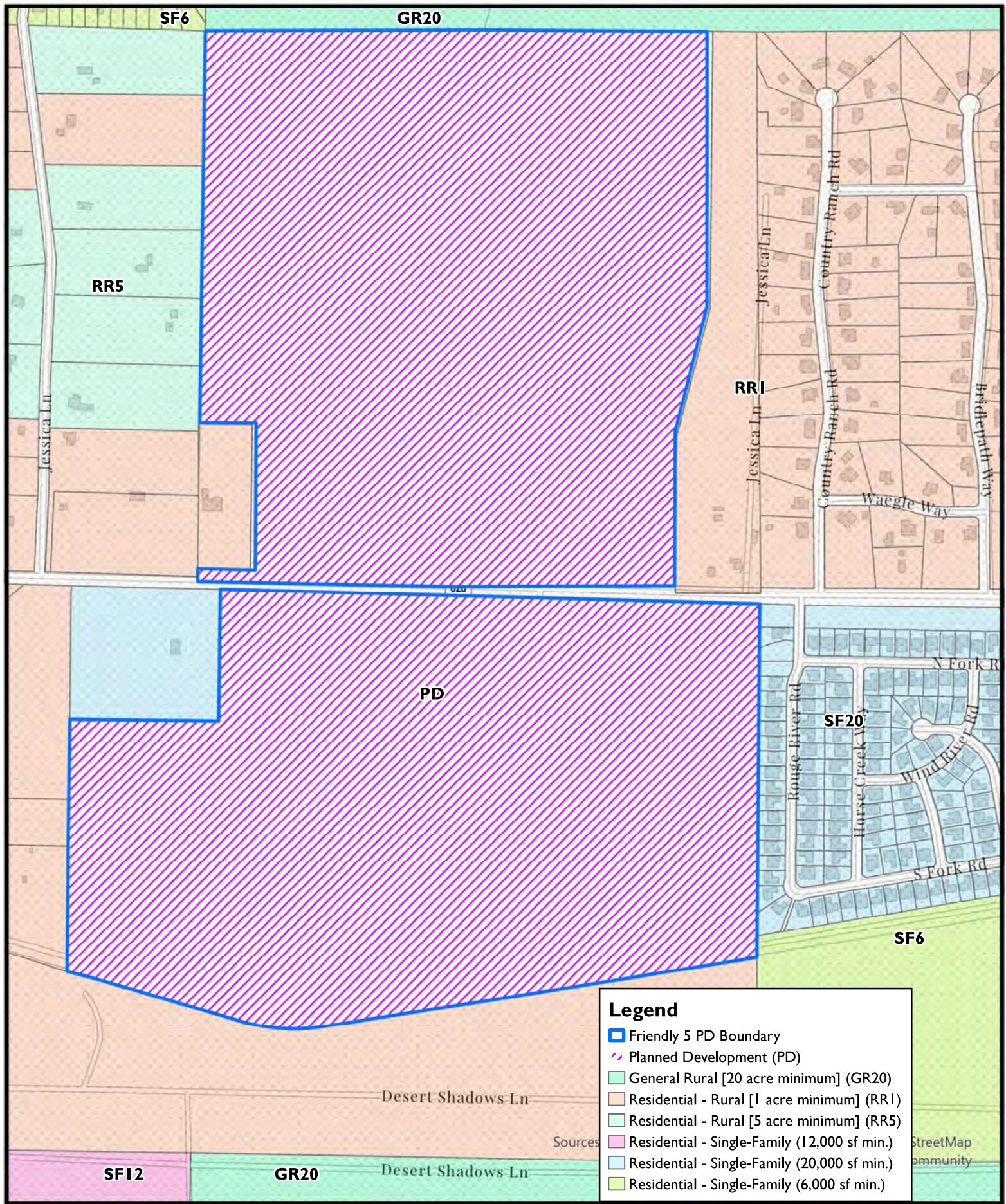




# **Master Plan** **Friendly 5 Major Deviation** **March 2026**

**WOOD ROGERS**  
 BUILDING RELATIONSHIPS ONE PROJECT AT A TIME  
 1361 Corporate Boulevard Tel: 775.823.4068  
 Reno, NV 89502 Fax: 775.823.4066







# Section 3

## Project Description

### Executive Summary

Applicant: KDH Builders, LLC  
APN Number(s): 021-303-09, -52, -54, -67, and 022-628-15  
Gross Site Area: ±260 acres (ac)  
Request: This is a request for:

**Major Modification** to modify the Friendly 5 (F5) Ranch Planned Development (PD) Handbook (Handbook) and associated conditions of approval relative to the proposed roadway connecting the north side of Friendly 5 to US 50 as follows:

- 1) Add a **new section 4.1.3** to the PD Handbook in Chapter 4 to specify the requirements for the major arterial connector between Friendly 5 and US 50; and
- 2) Amend condition number “4.K” relative to the timing required for constructing the roadway connecting the north side of the Friendly 5 to US 50 from “*recordation of the 151<sup>st</sup> lot on the north side of Farm District Road*” to “***with the first Certificate of Occupancy within Village 4 and 5 south of Farm District Road.***” and other clarifications.

Location: The F5 Ranch is located on both the north and south sides of Farm District Road approximately 500 linear feet east of the intersection of Farm District Road and Jessica Lane.

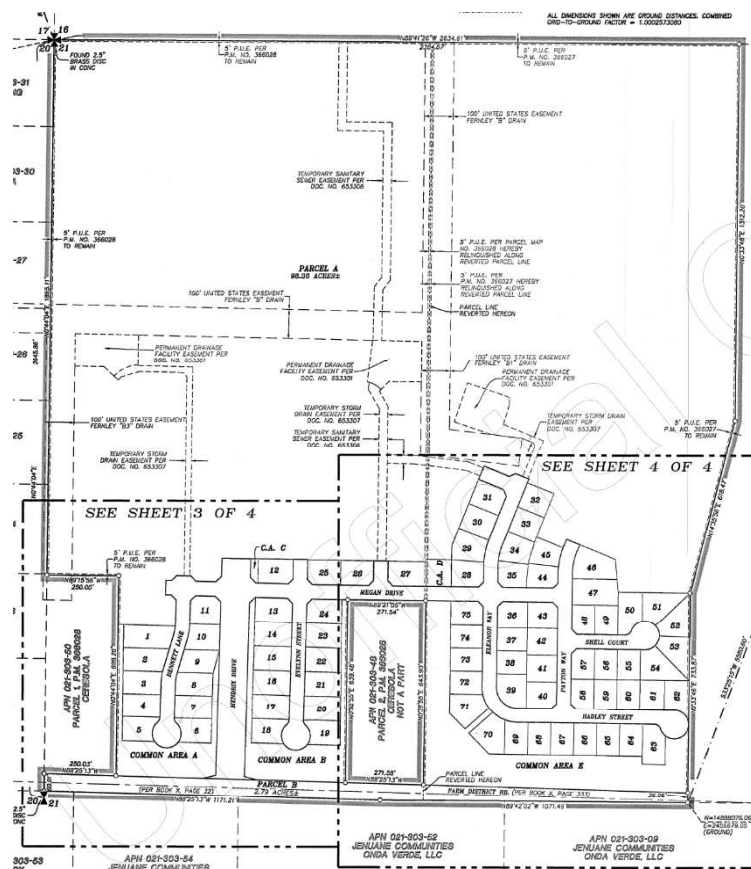
### Background & Existing Conditions

The Friendly 5 (F5) Ranch Planned Development (PD) was approved in 2006 and originally included five parcels totaling approximately 260 acres (ac). At the time of approval, the land immediately north of the PD boundary, which was required for the planned north-south arterial connection to US Highway 50 (US-50), was owned by the Bureau of Reclamation (BOR) and subsequently by the Bureau of Land Management (BLM). A condition of the original Handbook’s approval (*Condition 4.K*) required the roadway across the adjacent BLM parcel to the north to provide connectivity to US 50.

*Condition 4.K* required the developer to construct the roadway at the recordation of the 151<sup>st</sup> lot north of Farm District Road. Because the ability to construct the roadway depended on the City of Fernley’s future acquisition of this land and associated federal approvals, *Condition 4.K* of the Handbook’s approval was written to include some flexibility including the developer not building the road if an easement could not be provided. Recognizing the uncertainty of obtaining federal land and approvals, *Condition 4.K* explicitly stated: 1) The City would work with the applicant to acquire the necessary ROW or easements from BOR; 2) If BOR denied the acquisition or easement, the applicant would be exempt from the roadway requirement; and 3) The arterial would instead terminate at the northern project boundary. This condition language acknowledged that the developer could not reasonably be expected to design or construct the roadway until the City either acquired the parcel or secured federal authorization for use of the parcel.

Following approval of the PD, the development timeline included:

- 2008: The **Great Recession** had a major impact on development, significantly delaying the overall progress of Friendly 5, including progress towards acquiring any easements.
- 2014: **National Defense Authorization Act (NDAA)** passed including a massive public lands package that authorized the federal government to convey land to local governments for specific public purpose, often at no cost. This bill made acquiring the parcel by the City more feasible than obtaining a ROW easement from the BOR/BLM.
- 2018: The City of Fernley initiated the Recreation and Public Purpose (R&PP) acquisition process to **acquire the adjacent parcel** necessary for the roadway connection to US 50.
- February 2023: Final subdivision map for **Village 1** is recorded and includes **75 residential lots** (see **Figure 1**).



**Figure 1: Portion of Village 1 Final Map (75 residential lots)**

August 2024: Final subdivision map for **Village 2** is recorded and includes **52 residential lots** (see **Figure 2**).

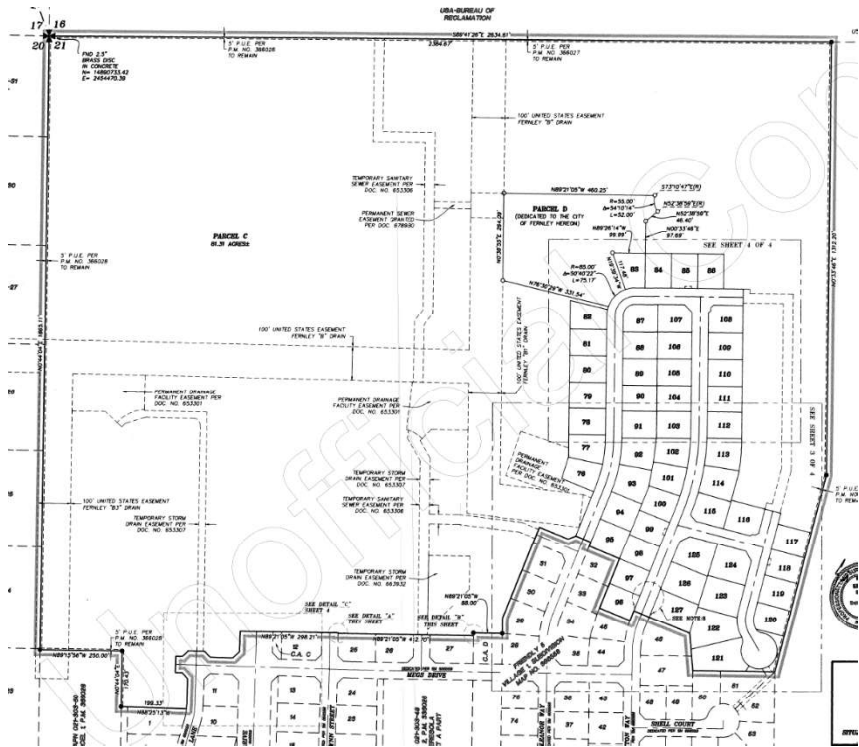
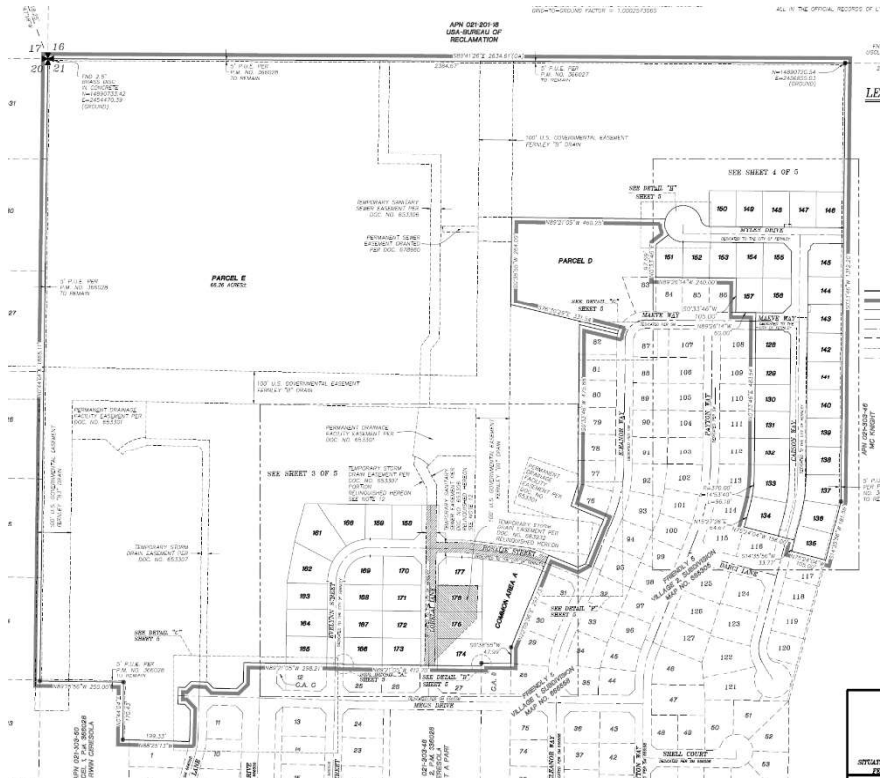


Figure 2: Portion of Village 2 Final Map (52 residential lots)

- 2024-2025: The applicant initiated and continued conversations with the City of Fernley to determine the process for acquiring an easement and constructing the roadway to US 50. The applicant also kicked off an updated traffic impact study to further analyze the requirement for the roadway extension.
- November 2025: The City of Fernley successfully completed the R&PP acquisition process to **acquire the adjacent parcel** necessary for the roadway connection to US 50.
- January 2026: An **updated Traffic Impact Study (TIS)** concluded that the roadway connection is no longer warranted at the 151<sup>st</sup> lot threshold due to changed traffic patterns and regional development.
- March 2026 (anticipated): Recordation of the subdivision map containing the 151<sup>st</sup> lot north of Farm District Road is anticipated.
- March 2026 (subject request): A Major Modification application is submitted to adjust *Condition 4.K* to reflect updated development timing and the City’s acquisition of the federal parcel and align with the revised TIS. The amendment to the PD will allow the development to move forward while the applicant works on design of the new roadway to US 50.

May 2026 (anticipated)

Final subdivision map for **Village 3** is anticipated to be recorded by May 2026 and will include **50 residential lots**, which will include the recordation of the 151<sup>st</sup> lot (see **Figure 3**).



**Figure 3:** Portion of Village 3 final map (50 residential lots)

At the beginning of this year (2026) the City had secured the necessary federal approvals and completed acquisition of the federal land necessary for the roadway extension. The City of Fernley can now provide an easement for the applicant to move forward with design of the future roadway. Based on *Condition 4.K* the applicant could not invest in design of the roadway until an easement was secured or the City of Fernley became the landowner. The applicant has continued to move forward with construction of Friendly 5, which has seen increased demand leading to the need to record the current final map that will include the 151<sup>st</sup> lot. Design, permitting, and construction of the future roadway could take upwards of 18 months or more.

Strict adherence to the original timing would thus require residential construction to cease until the roadway is completed. This interruption to the development timeline is neither feasible nor consistent with the intent of the PD or housing goals of the City of Fenley's Comprehensive Master Plan (Master Plan). The PD was never expected to halt residential construction simply because the City's land acquisition timelines did not align perfectly with the phasing of the development. Furthermore, the applicant has updated the Traffic Impact Study (*refer to the 2026 Traffic Impact Study in Section 4 of this submittal packet*) to ensure shifting construction of the roadway to US 50 to a later phase would not create any adverse impacts. The updated Traffic Impact Study (2026 TIS) found that based on more current information, including updated traffic counts, the new roadway connection is actually not warranted at the 151<sup>st</sup> lot. The 2026 TIS recommends the roadway extension would be required once development reaches Villages 4 and 5 on the south side of Farm District Road.



## **Project Request**

This submittal packet includes an application and associated materials for the below request:

**Major Modification** to modify the Friendly 5 (F5) Ranch Planned Development (PD) Handbook (Handbook) and associated conditions of approval relative to the proposed roadway connecting the north side of Friendly 5 to US 50 as follows:

- 1) Add a **new section 4.1.3** to the PD Handbook in Chapter 4 to specify the requirements for the major arterial connector between Friendly 5 and US 50 (*refer to Friendly 5 PD Handbook – Chapter 4 [with redlines] in Section 4 of this submittal packet*); and
- 2) Amend condition number “4.K” relative to the timing required for constructing the roadway connecting the north side of the Friendly 5 to US 50 from “*recordation of the 151<sup>st</sup> lot on the north side of Farm District Road*” to “***with the first Certificate of Occupancy within Village 4 and 5 south of Farm District Road.***”

Below is the original condition language with any removed text shown with ~~red strikethrough~~ and any added text shown in red underline:

### ***Condition 4.K***

“An access road extending the proposed arterial from the northern project boundary to the NDOT ‘High-T’ intersection along Highway 50A, ~~to shall~~ be incorporated with construction of Villages 4 and 5 into the first phase north of Farm District Road. Said access road shall be built to City of Fernley standards and shall include two 12’ travel lanes and ~~two 6’ bicycle lanes one 8’ separated shared use path~~. Sidewalks and curbing will not be required for this road section. The arterial shall include dedicated left and right turn lanes at the intersection with Highway 50A. The City will provide work with the Applicant with in-acquiring the necessary right-of-way or easement. ~~from the Bureau of Reclamation (BOR)~~. Said roadway is an ‘arterial street’ identified on the Comprehensive Plan and the Developer shall be reimbursed for actual construction costs. With recordation of the 31<sup>st</sup> lot on the north side of Farm District Road, the Developer shall provide a temporary secondary emergency access either to Farm District Road or to US 50. ~~With recordation of the 151<sup>st</sup> lot on the north side of~~ Prior to the first Certificate of Occupancy (COO) within Villages 4 or 5 south of Farm District Road, the Developer shall construct the roadway connection from the north project property line to US 50 as outlined above. If said right-of-way or easement is denied ~~by BOR~~, the applicant is exempt from the condition, and the arterial road shall terminate at the northerly project boundary.”

A redlined version of the F5 PD Handbook has been included in *Section 4* of this submittal packet showing all proposed changes to the Handbook including the above condition amendment and any subsidiary changes stemming from said amendment. Specifically, *Handbook §4.1.3 [Major Arterial Connector (interim)]* has been added to outline the roadway cross section design for the Highway 50 connector. Beyond the changes to *Condition 4.K* and the addition of *§4.1.3*, no other modifications to the Handbook are proposed.

## **Project Analysis**

The requested **Major Modification** proposes revising the PD Handbook’s *Condition 4.K* so that the construction threshold for the roadway is tied to issuance of the first Certificate of Occupancy (COO) in Villages 4 and 5, two of the three villages located south of Farm District Road. This modification helps achieve several critical objectives:

- Maintains consistency with the PD Handbook while working within the City’s land acquisition timeline;
- Prevents unnecessary delays in residential construction when the area has significant housing demand;
- Aligns roadway construction timing with current traffic needs identified in the updated TIS; and
- Ensures the roadway still gets built within a realistic timeframe.

The request also includes adding section 4.1.3 to clarify missing information from the current PD Handbook, which includes a conceptual alignment and cross section for the applicant to design the roadway to. Now that the City of Fernley owns the adjacent parcel it is assumed the City will eventually sell the land for future development. The proposed roadway alignment and cross section will serve the current Friendly 5 development as outlined in the updated TIS while providing flexibility for future development should the roadway need to be modified to serve future development. Future modifications to the roadway would be the responsibility of the future developer.

Essentially nothing substantive about the original infrastructure commitment is changing. The future roadway will still be designed and constructed as required. The modification simply aligns the timing of this requirement with the practical realities of federal land acquisition, development phasing, and updated traffic demand allowing for construction of much-needed housing in Fernley to continue uninterrupted. The modification will also provide clarity between the City and applicant on agreed upon location and standards for which the roadway will be designed and constructed.

At full build-out the development is anticipated to generate approximately 4,847 daily trips, with 360 AM peak hour trips and 483 PM peak hour trips. The F5 PD will have three primary access points: one intersection along Farm District Road which will provide access into villages north and south of Farm District Road; one intersection along Farm District Road that provides access to villages south of Farm District Road only; and a third connection at the northern property boundary connecting the site to US-50 via Hendrix Drive. This third connection is the requirement of *Condition 4.K* and is the primary focus of the subject request.

The TIS indicates that the two access points along Farm District Road will have adequate capacity to serve the project until approximately 70% build out, at which point the third access point at the northern property boundary connecting to US-50 would then be necessary. With the recommended roadway extension completed upon acquisition of the first COO for any residence within Villages 4 and 5 south of Farm District Road, the studied intersections are anticipated to operate within policy level of service under all scenarios. It is worth noting that intersection improvements on Farm District Road conditioned with the Handbook approval have already been constructed and the updated TIS does not recommend any improvements to Farm District Road at this time.

## Findings Required for a Major Deviation (FMC §32.03.090[b][6])

The Fernley Municipal Code (FMC) establishes findings for all entitlement applications as well as those specific to a Major Deviations. The required findings are outlined below followed by responses for each. Prior to approving an application for a Major Deviation, the Planning Commission shall find that all of the following are true:

- (1) *The request is consistent with the stated purposes of title 32, zoning;*

**Response:** Consistency with the stated purposes of Title 32 was analyzed at the PD inception and no change to the PD has occurred, or is proposed, that would in any way substantially change the Handbook's consistency with the purposes of Title 32. Furthermore, one of the purposes of Title 32 is explicitly: "Develop a timely, orderly, and efficient arrangement of transportation and public facilities (FMC §32.01.010 [Purpose])." The proposed modification's explicit purpose is to facilitate timely and efficient construction of an arterial roadway, commensurate with development in the area. In more ways than one, the proposed modification is consistent with and furthers the purposes of Title 32.

- (2) *Granting the major deviation will not be materially detrimental to the public health, safety or welfare, or injurious to property or improvements in the vicinity;*

**Response:** As demonstrated thoroughly in the updated TIS, the threshold at which the third access point is warranted is approximately 70% build out, which is anticipated to be upon occupancy of the first unit within Villages 4 or 5 south of Farm District Road. Prior to 70% build out, the two access points along Farm District Road (which are already constructed) will adequately serve the F5 PD and surrounding area. Granting the modification will work to avoid impacts that could result from an unnecessary interruption to construction timelines in place for existing villages. Allowing the modification will continue to facilitate new housing for the community while the developer continues to honor the original intent of *Condition 4.K* by providing the connection to US 50 with a later phase. This connection to US 50 will provide a larger benefit to the City's future growth by supporting the overall transportation network consistent with the City's transportation master plan and ongoing planning efforts.

- (3) *Granting the major deviation is necessary for the preservation and enjoyment of a property right possessed by other property owners in the same vicinity and land use district and is denied to the property for which the major deviation is sought; and*

**Response:** The proposed modification will help to preserve development rights enjoyed by property owners in the vicinity and within the F5 PD. Under the current language of *Condition 4.K*, recordation of the 151<sup>st</sup> lot north of Farm District Road would immediately trigger the roadway construction obligation that cannot reasonably be met in an appropriate time frame, given the City only recently secured the federal land, a necessary step needed prior to the applicant starting the design phase for the roadway. Enforcing this more than 20-year-old timing requirement would stop residential construction for an extended period, potentially years, despite the updated TIS demonstrating that the roadway is not yet warranted. Such a construction interruption would uniquely burden this property, depriving the ability to continue phasing development in a manner consistent with the Handbook and regional housing needs. The proposed modification aligns the

roadway construction with the issuance of the first COO in Villages 4 or 5, ensuring the connector road is still constructed. Approval of the major deviation is a benefit to the entire Farm District Road area preserving the ability for the developer to construct the roadway connection between Farm District Road and US 50.

- (4) *Granting of the major deviation does not constitute a special privilege inconsistent with the limitations upon other properties in the vicinity and land use district in which the property is located.*

**Response:** Granting the major deviation does not constitute a special privilege because the request does not reduce or eliminate the infrastructure requirement, nor does it grant the applicant any entitlement. The modification only adjusts the timing of the already required roadway improvement so the requirement reflects the acquisition timeline and the updated TIS demonstrating when the connection is actually warranted. The proposed adjustment ensures the F5 PD maintains continuous construction. The proposed infrastructure delivery timeline aligns with actual development without granting any superior privilege or relaxing any substantive requirement.

# Section 4

# TRAFFIC IMPACT STUDY

for

## FRIENDLY 5

March 3, 2026

PREPARED FOR:

KDH Builders, LLC

PREPARED BY:

**GCV**  
ENGINEERS \ SURVEYORS



---

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5422 Longley Lane, Suite A, Reno, Nevada 89511  
775.322.4300  
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## **YOUR QUESTIONS ANSWERED QUICKLY**

### **Why did you perform this study?**

Friendly 5 is an approved residential development in the City of Fernley. Overall traffic conditions have changed in almost 20 years since the original Friendly 5 Ranch Development Handbook (2006) approval and conditions assumed in the associated traffic impact studies. This Traffic Impact Study is an update to the former Friendly 5 Traffic Impact Study (Solaegui Engineers, August 2019) and recommends revised improvements, revised thresholds for requiring improvements, and revised timing and phasing that better address the current conditions.

### **What does the project consist of?**

The project consists of 514 single-family dwelling units. The site is located north and south of Farm District Road, just east of Jessica Lane. The project is divided into six villages with Villages 1-3 north of Farm District Road, and Villages 4-6 to the south. Villages 1 through 3 are already in early stages of final mapping approvals or already under construction, consistent with the prior approvals.

The project location within the region is shown in **Figure 1** and the project site location is shown in **Figure 2**. The preliminary site plan is shown in **Figure 3**.

### **How much traffic will the project generate?**

The development is anticipated to generate approximately 4,847 Daily trips, 360 AM peak hour trips, and 483 PM peak hour trips. Approximately 57% of the units are north of Farm District Road, and 43% are to the south.

### **What are the updated proposed improvements and triggers?**

A summary of the recommended improvements is provided in **Figure 10** and includes:

- Three access points are recommended – the two existing intersections on Farm District Road (Intersections 3 and 4 in the report Figures) and the planned Hendrix Drive Extension to US 50A at the existing High-T intersection which was built by NDOT for this purpose (Intersection 2).
- The existing Friendly 5 West and East access connections to Farm District Road are recommended to remain side-street stop controlled on the northbound and southbound approaches in their current configurations.

- The analysis indicates that the study intersections on Farm District Road will adequately function with Villages 1 through 3 and Village 6 (approximately 70% of the total build out) without the Hendrix Drive Extension. Therefore, the Hendrix Drive Extension should be completed prior to the first Certificate of Occupancy for a residence within Village 4 or Village 5. Hendrix Drive as a two-lane roadway (one lane each direction) is shown to provide adequate capacity for the Future Plus Project conditions with other regional traffic diverted to the roadway.
- With the construction of the Hendrix Drive Extension, the following turn lanes should be constructed at the US50A / Hendrix Drive Extension intersection:
  - Eastbound right turn lane (735' total length, with 25' of "storage" length and 710' of deceleration length). The total length will consist of 250' of taper and 485' of full lane width)
  - Northbound right turn lane to create separate left and right turn lanes (315' total length, with 100' storage length and 215' deceleration length which includes appropriate taper and the remainder as full lane width)
- A traffic signal may eventually be warranted at the US 50A / Hendrix Drive Extension intersection (the existing High-T) due to regional traffic flow combined with project traffic. Signalization is not a Condition of Approval of the Friendly 5 Ranch Development Handbook. Per NDOT policies and practices, a traffic signal cannot be constructed until MUTCD traffic signal warrants are met and installation is permitted by NDOT. Therefore, a signal cannot be conditioned at this time since there is no certainty NDOT would approve a signal.
- If/when signal warrants are met, a signal would be recommended for the following reasons:
  - Signalization maintains the existing High-T configuration. Signalized High-Ts are the common intersection configurations and controls along the US 50A corridor.
  - The US 50A / Hendrix Drive Extension intersection should initially be constructed with stop control and two approach lanes on the northbound approach and be re-evaluated for signal warrants after opening the complete extension.
- Note that the intersection improvements on Farm District Road conditioned in the Friendly 5 Ranch Development Handbook approval have already been constructed and no other improvements are recommended on Farm District Road at this time.



**How will the roadway network operate with the proposed improvements?**

With the recommended Hendrix Drive Extension completed prior to the first Certificate of Occupancy for a residence within Village 4 or Village 5, the studied intersections are anticipated to operate within policy level of service under all scenarios.

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3. Preliminary Site Plan
4. Existing Traffic Volumes, Lane Configurations, and Controls
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- A. Crash Data
- B. Existing Conditions LOS Calculations
- C. Nevada Pacific Parkway / US 50A intersection Preliminary Plan Layouts
- D. Opening Year and Future Year LOS Calculations
- E. Opening Year Plus Project and Future Year Plus Project LOS Calculations

## INTRODUCTION

This Traffic Impact Study evaluates the potential traffic impacts associated with the proposed Friendly 5 residential development in Fernley, NV. This update to the prior approved traffic impact study was undertaken to determine the existing, opening year and future year traffic conditions, quantify traffic volumes generated by the proposed project, identify potential impacts, and develop recommendations to manage the project traffic that better fit current conditions.

### ***Study Area and Evaluated Scenarios***

The project consists of 514 single-family dwelling units. The site is located north and south of Farm District Road, just east of Jessica Lane. Project access is proposed via Farm District Road and a future extension of Hendrix Drive to US 50A. The project is divided into six villages with Villages 1-3 north of Farm District Road, and Villages 4-6 to the south. Portions of Villages 1 and 2 are currently under construction with approximately 17 homes built and/or under construction at the time of traffic counts. The project location within the region is shown in **Figure 1** and the project site location is shown in **Figure 2**. The preliminary site plan is shown in **Figure 3**.

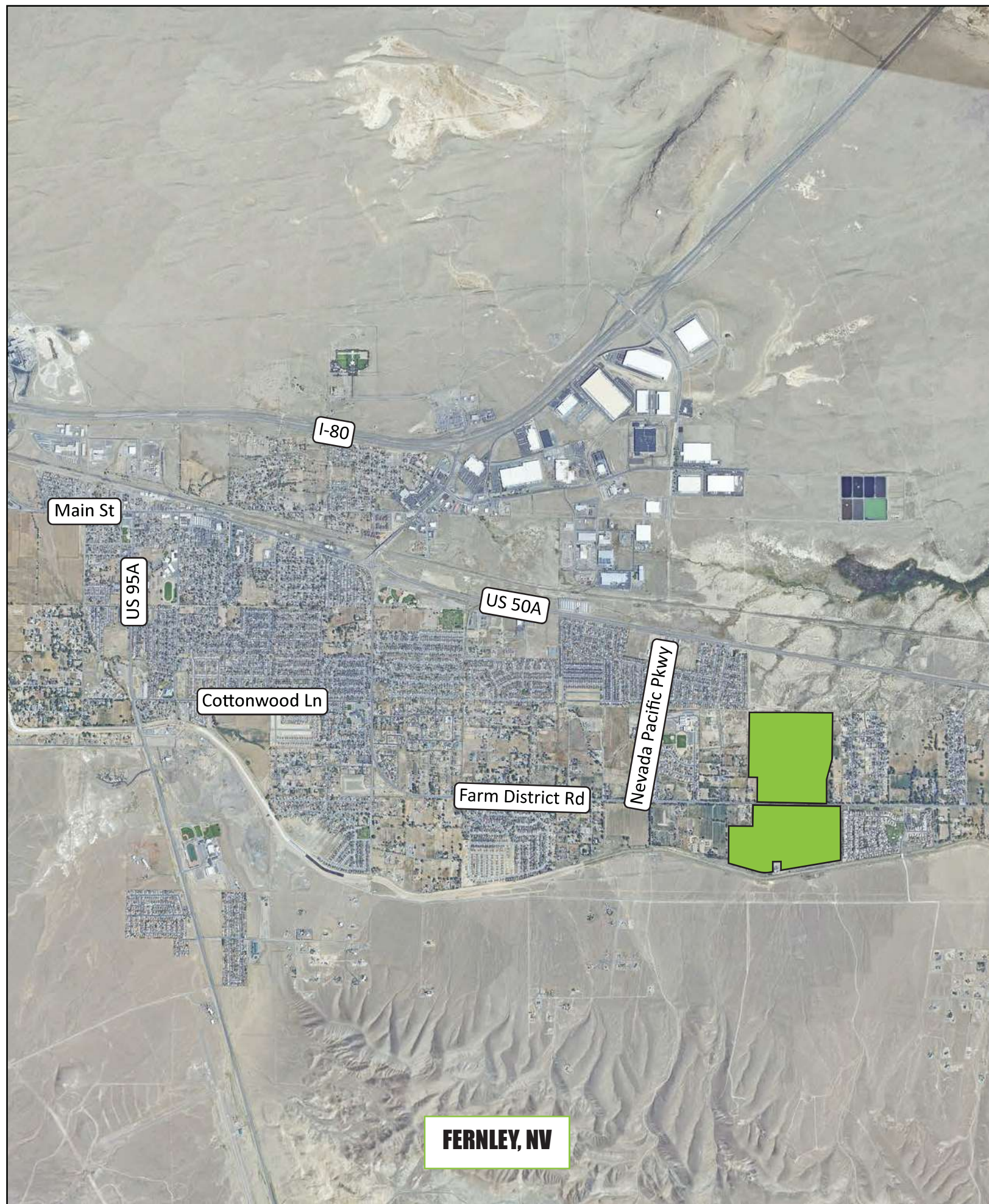
The following intersections are included in this study:

1. US 50A / Nevada Pacific Boulevard/ Nevada Pacific Parkway (NPP) – Signalized *T-intersection in Existing Conditions; four-leg signalized intersection including the extension in all other scenarios*
2. US 50A / Hendrix Drive Extension – *High-T intersection in the Plus Project Full Build-Out Project Conditions Only*
3. Farm District Road / Friendly 5 West Access
4. Farm District Road / Friendly 5 East Access – *Plus Project Conditions Only*

This study includes analysis of both the weekday AM and PM peak hours as these are the periods of time in which peak traffic is anticipated to occur. The evaluated development scenarios are:

- Existing Conditions
- Opening Year Conditions (5 Year horizon, no project)
- Future Conditions (20 Years from Opening Year, no project)
- Opening Year Plus Project Conditions
- Future Year Plus Project Conditions





**FERNLEY, NV**



## Study Intersections

- ① US 50A / Nevada Pacific Blvd
- ② US 50A / Hendrix Dr Extension
- ③ Farm District Rd / Friendly 5 West Access
- ④ Farm District Rd / Friendly 5 East Access





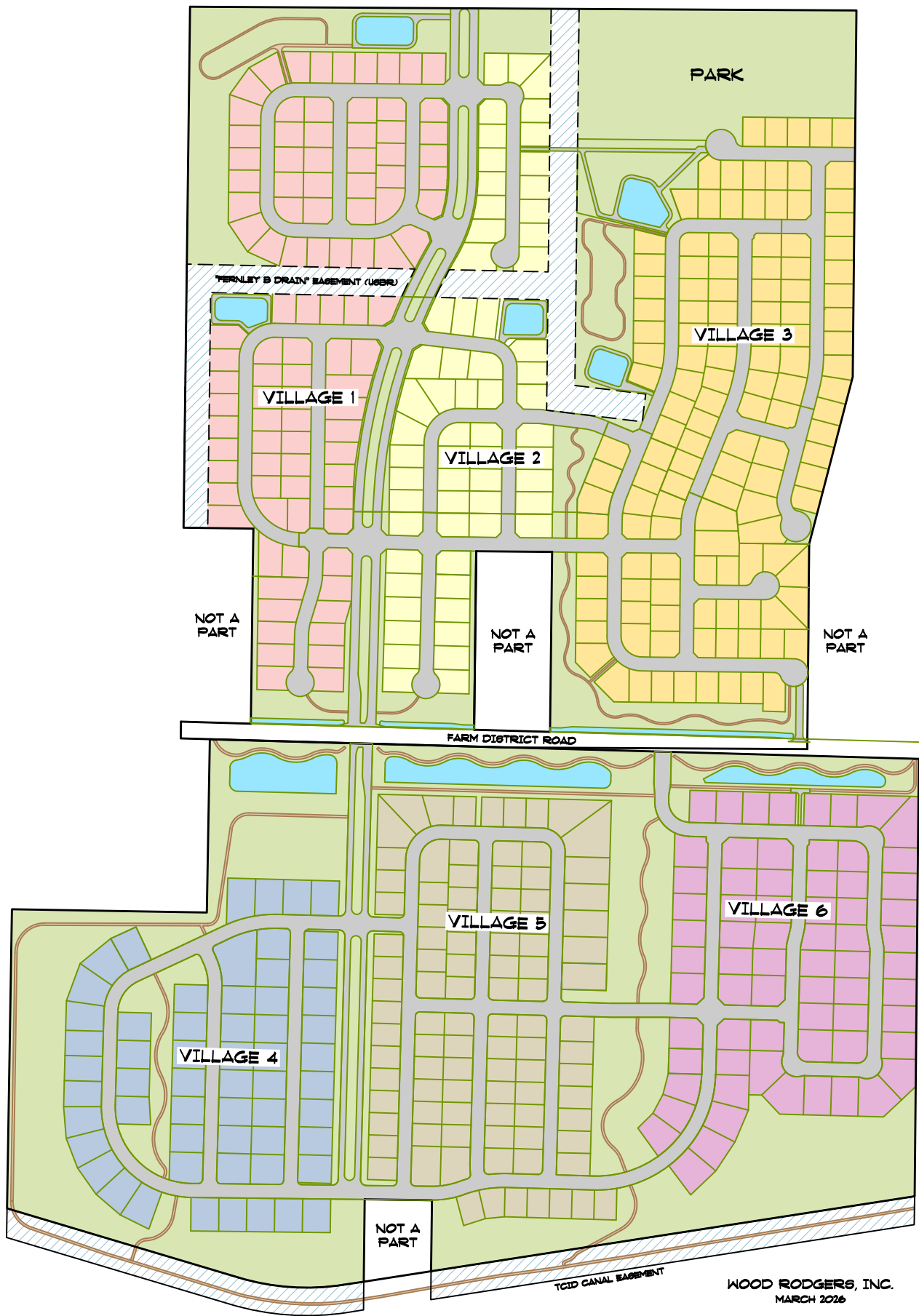


Figure 3

Friendly 5

## ANALYSIS METHODOLOGY

Level of service (LOS) is a term commonly used by transportation practitioners to measure and describe the operational characteristics of intersections, roadway segments, and other facilities. This term equates seconds of delay per vehicle at intersections to letter grades “A” through “F” with “A” representing optimum conditions and “F” representing breakdown or over capacity flows.

### Intersections

The complete methodology for intersection level of service analysis is established in *the Highway Capacity Manual (HCM)*, 7th Edition published by the Transportation Research Board (TRB). **Table 1** presents the delay thresholds for each level of service grade at signalized and unsignalized intersections.

**Table 1: Level of Service Definition for Intersections**

| Level of Service | Brief Description                                              | Average Delay (seconds per vehicle) |                            |
|------------------|----------------------------------------------------------------|-------------------------------------|----------------------------|
|                  |                                                                | Signalized Intersections            | Unsignalized Intersections |
| A                | Free flow conditions.                                          | < 10                                | < 10                       |
| B                | Stable conditions with some affect from other vehicles.        | 10 to 20                            | 10 to 15                   |
| C                | Stable conditions with significant affect from other vehicles. | 20 to 35                            | 15 to 25                   |
| D                | High density traffic conditions still with stable flow.        | 35 to 55                            | 25 to 35                   |
| E                | At or near capacity flows.                                     | 55 to 80                            | 35 to 50                   |
| F                | Over capacity conditions.                                      | > 80                                | > 50                       |

Source: *Highway Capacity Manual, 7th Edition*

Level of service calculations were performed for the study intersections using the Synchro 12 software and Highway Capacity Software (HCS) package with analysis and results reported in accordance with *HCM* methodology.

### Level of Service Policy

The *City of Fernley Comprehensive Master Plan* indicates that “the minimum Level of Service on all city-maintained roadways shall be LOS D.” This is consistent with Nevada Department of Transportation (NDOT) policies, which indicate that “Level of Service ‘C’ will be the design objective for capacity and under no circumstances will less than Level of Service ‘D’ be accepted for site and non-site traffic.”

Hence, LOS “D” was used as the threshold criteria for this analysis.

Traffic engineering practitioners recognize that LOS E/F conditions for the side street approach, during the peak hour(s), does not indicate an intersection failure or the need for mitigation. This condition (LOS E/F for a minor side-street approach) commonly exists throughout urban and suburban areas and is manageable in most cases.

## EXISTING CONDITIONS

### ***Roadway Facilities***

A brief description of the key roadways in the study area is provided below:

*US 50A* is classified by NDOT as a Principal Arterial that runs east-west and connects I-80 in Fernley to US 50 near Fallon. In the immediate project vicinity, US 50A has two lanes in each direction and has a posted speed limit of 65 MPH.

*Nevada Pacific Boulevard* is classified by NDOT as a Minor Arterial. The roadway between US 50A and Farm District Road has four lanes with a 35 MPH speed limit. Nevada Pacific Parkway is planned to be extended north to fill the gap between US 50A and Newlands Drive in the near future, creating a new roadway connection between US 50A and I-80.

*Farm District Road* (SR 828) is an NDOT roadway classified as a Minor Arterial that runs east-west and connects to US 50A near downtown Fernley and to US 50A at the east end of Fernley. In the immediate project vicinity, Farm District Road is two lanes with a posted speed limit of 45 MPH.

### ***Bicycle, Pedestrian & Transit Facilities***

Sidewalks are present on the West Access roadway, and on Nevada Pacific Boulevard. Farm District Road and US 50A do not have sidewalks or bicycle lanes.

The Farm District Road / West Access intersection has pedestrian crossings on all four legs, with Rectangular Rapid Flashing Beacons (RRFB's) on the Farm District Road legs.

### ***Crash History***

Vehicle crash data was obtained from NDOT and includes information from:

- 2016 to 2020 – The most current five-year period available on the NDOT Crash Data website.
- 2021 and 2022 – Supplemental data request.

The available crash data is provided in **Appendix A**. The crash data is summarized as:

- Three crashes occurred on Farm District Road. All resulted in property damage only (PDO) and were single vehicle run-off-the-road type crashes.
- Three crashes occurred on US 50A (excluding the US 50A / NPP Extension intersection). Two were PDO and one was an injury crash; all were single vehicle run-off-the-road type crashes.



- The NPP / US 50A intersection was modified from side street stop control to signalized in 2023 and is planned to be modified to include a forth leg in the near future (approximately 2027). Approximately 8 crashes occurred between 2016 – 2020; however, safety improvements have been implemented and are planned since this time.

The crash data does not indicate any significant safety concerns in the area.

### Traffic Volumes

AM and PM peak hour traffic volumes were collected at the study intersections on Tuesday, December 17, 2024, and Tuesday, January 14, 2025, when school was in regular session. Traffic volumes have not significantly increased in the one year since the counts were performed. NDOT's 2022 *Seasonal Growth Factors* report provides monthly traffic volume factors by location. The month of January was found to have a seasonal factor indicating that counts are typically lower in this month and should be factored up to estimate average volumes. The counts were increased by a factor of 1.1 based on review of the report. The adjusted existing AM and PM peak hour intersection turning movement volumes are shown on **Figure 4**. It is noted that the existing counts show minimal traffic from the few homes that have been constructed in Village 1.

### Intersection Level of Service Analysis

Existing weekday AM and PM peak hour intersection level of service analysis was performed for the study intersections using Synchro 12. The existing intersection lane configurations and controls are shown on **Figure 4**. **Table 2** shows the existing conditions level of service results, and the technical calculations are provided in **Appendix B**.

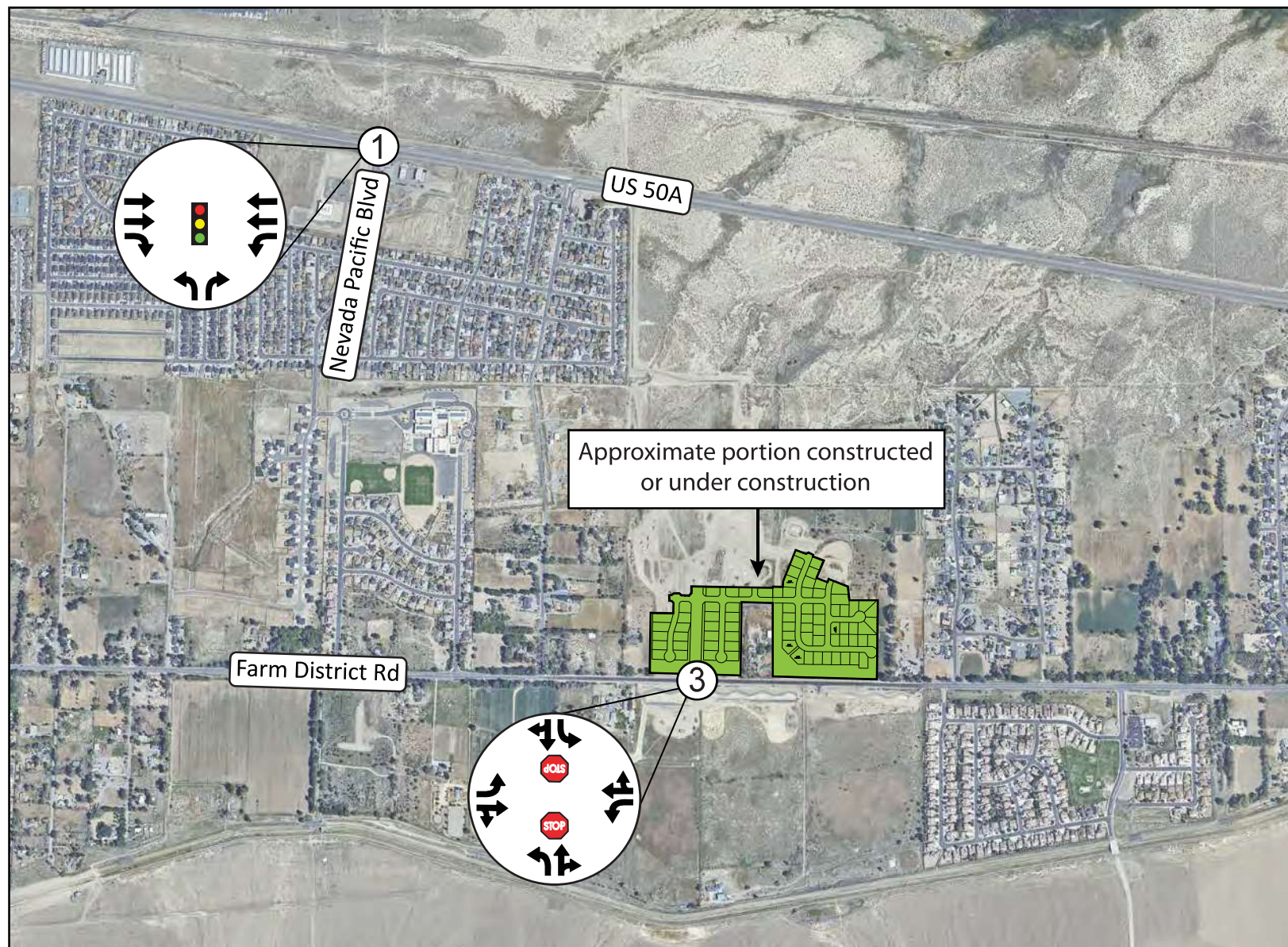
**Table 2: Existing Intersection Level of Service**

| Int. ID | Intersection                      | Control           | AM                 |     | PM                 |     |
|---------|-----------------------------------|-------------------|--------------------|-----|--------------------|-----|
|         |                                   |                   | Delay <sup>1</sup> | LOS | Delay <sup>1</sup> | LOS |
| 1       | US 50A / Nevada Pacific Boulevard | Signalized High-T |                    |     |                    |     |
|         | Overall                           |                   | 13                 | B   | 12                 | B   |
|         | Northbound Left                   |                   | 31                 | C   | 40                 | D   |
|         | Northbound Right                  |                   | 22                 | C   | 32                 | C   |
|         | Eastbound Through                 |                   | 9                  | A   | 7                  | A   |
|         | Westbound Left                    |                   | 43                 | D   | 50                 | D   |
| 3       | Farm District Road / West Access  | Side Street Stop  |                    |     |                    |     |
|         | Eastbound Left                    |                   | 8                  | A   | 8                  | A   |
|         | Southbound Left                   |                   | 13                 | B   | 13                 | B   |
|         | Southbound Through/Right          |                   | 10                 | A   | 9                  | A   |

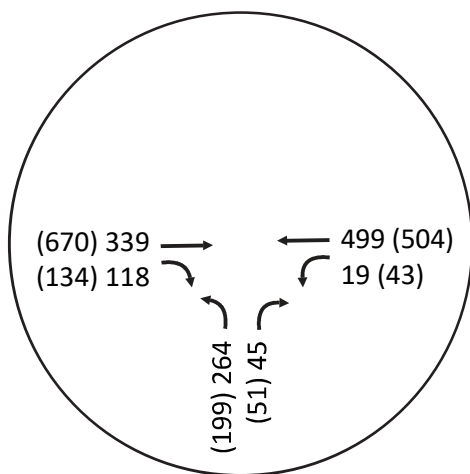
Notes: 1. Delay is reported in seconds per vehicle for the worst approach/movement for side street stop-controlled intersections, and overall and by movement for signalized intersections.

Source: GCW 2025

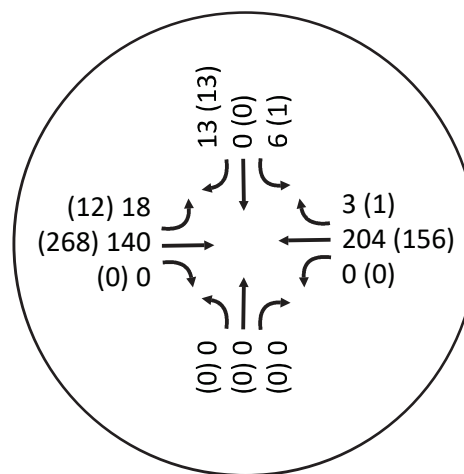
The study intersections currently operate within the LOS policy.



① US 50 A / Nevada Pacific Blvd



③ Farm District Rd / Friendly 5 West Access



## OPENING YEAR AND FUTURE YEAR CONDITIONS

The project is expected to be constructed within approximately 4 years. This horizon is used to forecast traffic volumes for the Opening Year conditions, approximately 2030. Future Year represents 20 years after the Opening Year (24 to 25 years from Existing Conditions), approximately Year 2050.

### ***Roadway/ Intersection Projects***

The Nevada Pacific Parkway Extension is scheduled to be completed by approximately 2027 or 2028. This connection will join the segments of roadway between US 50A and Newlands Drive, creating a roadway connection between US 50A and I-80. The Nevada Pacific Parkway / US 50A intersection will be converted from a T-intersection to a four-leg intersection and remain signalized. The intersection design plans are included in **Appendix C**.

### ***Traffic Volume Forecasts***

Study intersection volumes were projected to the Opening Year (4 Years) and Future Year (20 Years beyond Opening Year) considering background growth and a number of planned projects including:

- The Nevada Pacific Parkway Extension – *Traffic Volumes for Noise Analysis for the Nevada Pacific Parkway Extension in Fernley, NV* (Headway Transportation, October 2024)
- *Clover Lane Traffic Impact Study* (Headway Transportation, December 2024)
- *Nevada Pacific Boulevard Development Traffic Impact Study* (Headway Transportation, October 2023)
- *River Ranch Apartments Traffic Impact Study* (Headway Transportation, September 2022)
- *Clements Ranch Traffic Impact Study* (Headway Transportation, April 2023)
- *Victory Traffic Impact Study* (Headway Transportation, February 2022)

### **Opening Year Volumes**

The Opening Year volumes were developed by:

- Applying a 0.5% per year background growth to the existing traffic volumes (adjusted for seasonality) to account for any potential regional growth not accounted for with the approved developments in the area.
- Incorporating the Nevada Pacific Parkway extension, the Nevada Pacific Parkway / US 50A intersection improvements and resulting volume shifts.
- Adding project trips from approved developments planned to be constructed by the Opening Year: Clover Lane, Nevada Pacific Boulevard Development, River Ranch Apartments, Clements Ranch, and a portion of the Victory Development.



The Nevada Pacific Parkway / US 50A volumes are similar to and slightly higher than the volumes presented in the *Traffic Volumes for Noise Analysis for the Nevada Pacific Parkway Extension in Fernley, NV* (Headway Transportation, October 2024) since this analysis includes updated counts and incorporated additional known project traffic. This ultimately resulted in a five-year growth of approximately:

- 9% per year on US 50A (factor of 1.5)
- 2.5% per year on Farm District Road (factor of 1.12)

The resulting Opening Year volumes are shown in **Figure 5**.

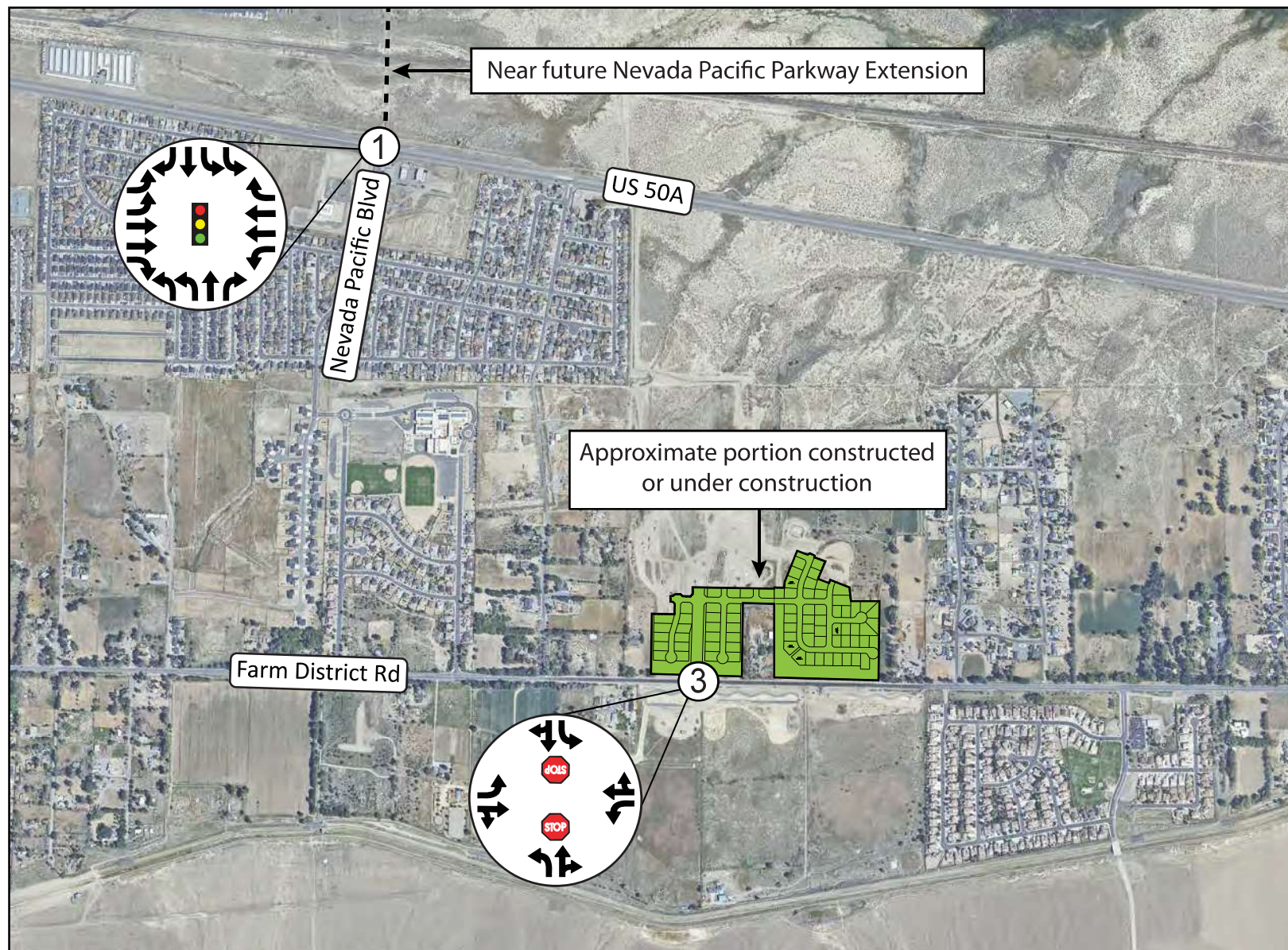
#### Future Year Volumes

The Future Year volumes were developed using the same methodology as the Opening Year forecasts with the following differences:

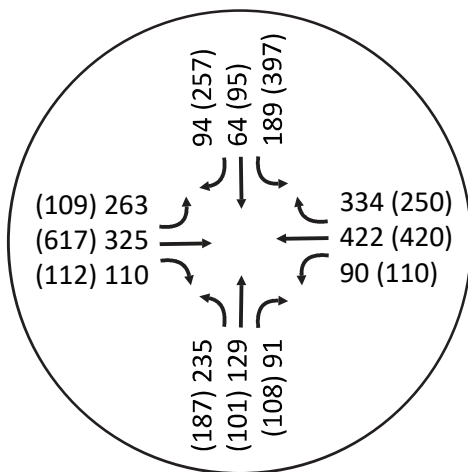
- The above-mentioned projects account for most development in the study area. A 1% per year background growth was applied to US 50A volumes, and 2% per year was applied to Farm District Road volumes to project from Opening Year to Future Year to account for any additional development.
- The remaining portion of the Victory Development traffic volumes, not included in the Opening Year, was added.
- The volumes for US 50A / Nevada Pacific Parkway Extension were compared to the *Noise Letter* volumes, and the higher value was used for each movement. This ultimately resulted in volumes very similar to the *Noise Letter*.

This ultimately resulted in approximately 3% per year growth for 25 years (a growth factor of 2.2), from Existing to Future Year, on average, with some variation by intersection and movement. The resulting Future Year volumes are shown in **Figure 6**.

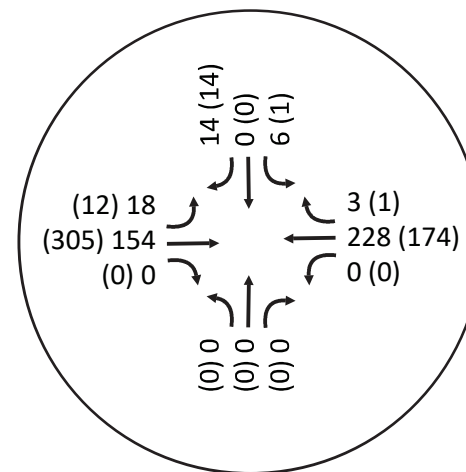
These projections for Opening Year and Future Year are comprehensive and consistent with the growth rate of 2% per year that was used in the City of Fernley *Comprehensive Master Plan*, the *Transportation Master Plan*, and previous approved traffic impact studies.



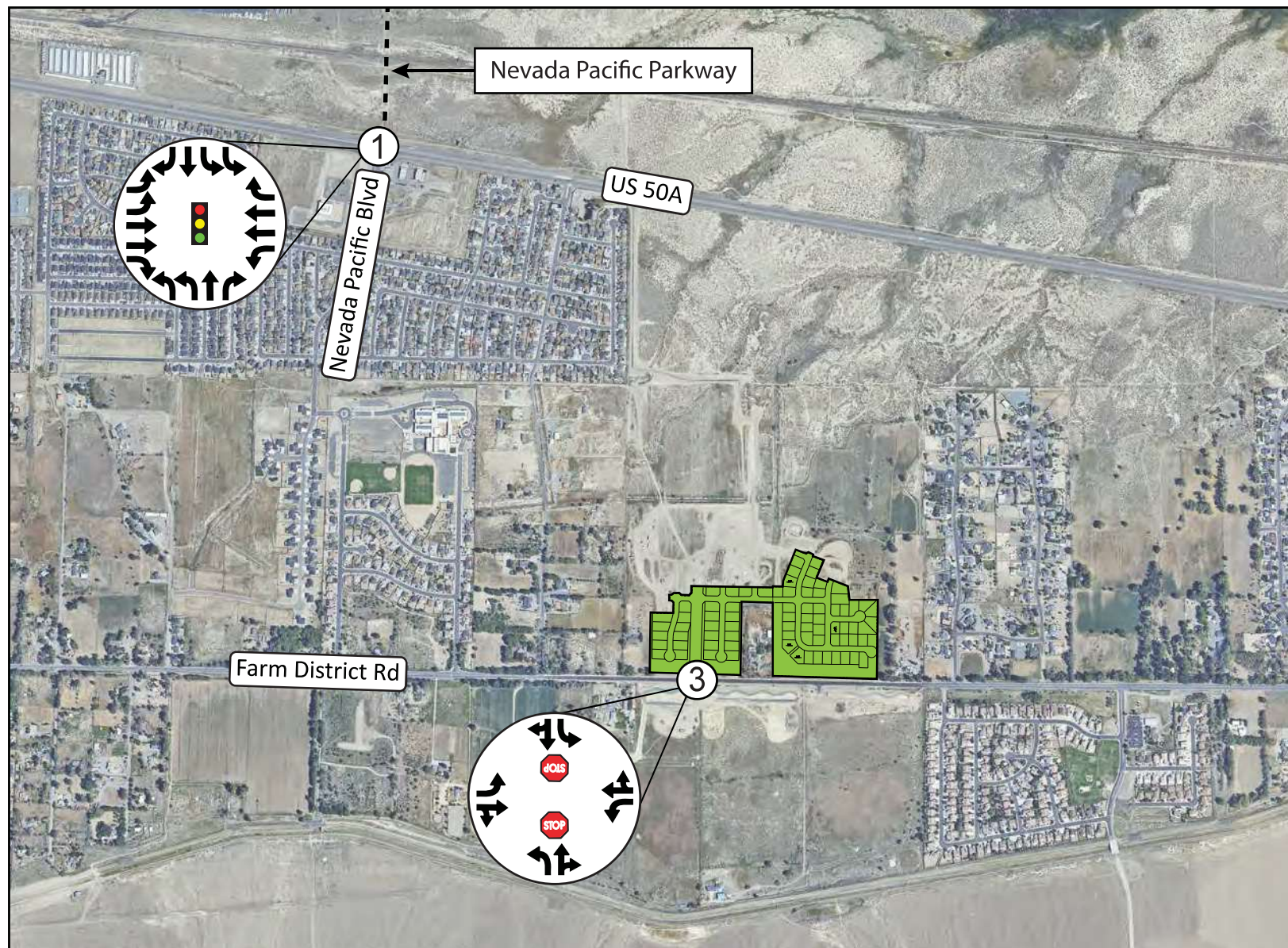
1 US 50 A / Nevada Pacific Blvd



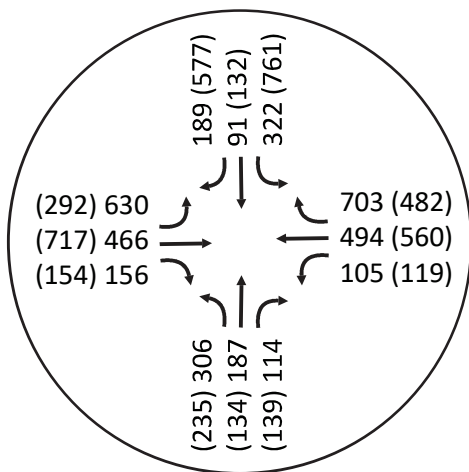
3 Farm District Rd / Friendly 5 West Access



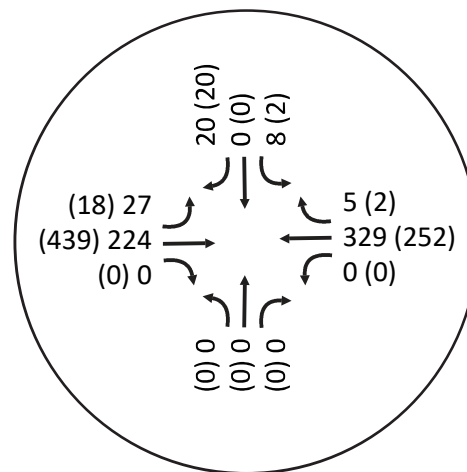




① US 50 A /  
Nevada Pacific Blvd



③ Farm District Rd /  
Friendly 5 West Access



### Intersection Level of Service Analysis

Opening Year and Future Year weekday AM and PM peak hour intersection level of service analysis was performed for the study intersections using Synchro 12. **Table 3** shows the level of service results, and the technical calculations are provided in **Appendix D**.

**Table 3: Opening Year and Future Year Intersection Level of Service**

| Int. ID | Intersection                     | Control                            | Opening Yr AM      |     | Opening Yr PM      |     | Future Yr AM       |     | Future Yr PM       |     |
|---------|----------------------------------|------------------------------------|--------------------|-----|--------------------|-----|--------------------|-----|--------------------|-----|
|         |                                  |                                    | Delay <sup>1</sup> | LOS | Delay <sup>1</sup> | LOS | Delay <sup>1</sup> | LOS | Delay <sup>1</sup> | LOS |
| 1       | US 50A / Nevada Pacific Parkway  | Signalized Four-leg with Extension |                    |     |                    |     |                    |     |                    |     |
|         | Overall                          |                                    | 28                 | C   | 29                 | C   | 43                 | D   | 39                 | D   |
|         | Northbound Left                  |                                    | 40                 | D   | 42                 | D   | 58                 | E   | 52                 | D   |
|         | Northbound Through               |                                    | 41                 | D   | 40                 | D   | 61                 | E   | 46                 | D   |
|         | Northbound Right                 |                                    | 41                 | D   | 44                 | D   | 49                 | D   | 50                 | D   |
|         | Southbound Left                  |                                    | 41                 | D   | 38                 | D   | 62                 | E   | 40                 | D   |
|         | Southbound Through               |                                    | 40                 | D   | 31                 | D   | 45                 | D   | 26                 | C   |
|         | Eastbound Left                   |                                    | 39                 | D   | 44                 | D   | 55                 | D   | 52                 | D   |
|         | Eastbound Through                |                                    | 13                 | B   | 19                 | B   | 18                 | B   | 34                 | C   |
|         | Eastbound Right                  |                                    | 12                 | B   | 16                 | B   | 18                 | B   | 28                 | C   |
|         | Westbound Left                   |                                    | 48                 | D   | 48                 | D   | 59                 | E   | 62                 | E   |
|         | Westbound Through                |                                    | 15                 | B   | 15                 | B   | 29                 | C   | 32                 | C   |
| 3       | Farm District Road / West Access | Side Street Stop                   |                    |     |                    |     |                    |     |                    |     |
|         | Eastbound Left                   |                                    | 8                  | A   | 8                  | A   | 8                  | A   | 8                  | A   |
|         | Southbound Left                  |                                    | 14                 | B   | 13                 | B   | 19                 | C   | 17                 | C   |
|         | Southbound Through/ Right        |                                    | 10                 | B   | 9                  | A   | 11                 | B   | 10                 | A   |

Notes:

1. Delay is reported in seconds per vehicle for the worst approach/movement for side street stop-controlled intersections, and overall and by movement for signalized intersections.

Source: GCW 2025

**Table 3** indicates that the study intersections are expected to operate at LOS D or better in the Opening Year and Future Year Conditions (without the project).

## PROJECT CONDITIONS

Trip generation rates from the *Trip Generation Manual, 11th Edition* published by the Institute of Transportation Engineers (ITE) were used to develop trip generation estimates for the proposed project based on the Single-Family Detached Housing (ITE 210) use for 514 dwelling units. **Table 4a** and **Table 4b** show the Daily, AM peak hour, and PM peak hour trip generation estimates for the total project and by village, as shown on the site plan.

**Table 4a: Trip Generation Estimates (Total Project)**

| Land Use (ITE Code)          | Size <sup>1</sup> | Trips <sup>2</sup> |       |        |          |       |        |          |
|------------------------------|-------------------|--------------------|-------|--------|----------|-------|--------|----------|
|                              |                   | Daily              | AM In | AM Out | Total AM | PM In | PM Out | Total PM |
| Single-Family Detached (210) | 514 du            | 4,847              | 90    | 270    | 360      | 304   | 179    | 483      |

**Table 4b: Trip Estimate Breakdown by Village**

| North<br>(Village 1-3) -<br>291 Lots |   | Lots | %   | Cumulative<br>% | Trips <sup>2</sup> |       |        |          |       |        |          |
|--------------------------------------|---|------|-----|-----------------|--------------------|-------|--------|----------|-------|--------|----------|
|                                      |   |      |     |                 | Daily              | AM In | AM Out | Total AM | PM In | PM Out | Total PM |
|                                      |   |      |     |                 | 2,744              | 51    | 153    | 204      | 172   | 101    | 273      |
| Phase                                | A | 75   | 15% | 15%             | 707                | 13    | 39     | 53       | 44    | 26     | 70       |
| Phase                                | B | 51   | 10% | 25%             | 481                | 9     | 27     | 36       | 30    | 18     | 48       |
| Phase                                | C | 51   | 10% | 34%             | 481                | 9     | 27     | 36       | 30    | 18     | 48       |
| Phase                                | D | 50   | 10% | 44%             | 471                | 9     | 26     | 35       | 30    | 17     | 47       |
| Phase                                | E | 64   | 12% | 57%             | 604                | 11    | 34     | 45       | 38    | 22     | 60       |
| South<br>(Village 4-6) -<br>223 Lots |   | Lots | %   | Cumulative<br>% | Trips <sup>2</sup> |       |        |          |       |        |          |
|                                      |   |      |     |                 | Daily              | AM In | AM Out | Total AM | PM In | PM Out | Total PM |
|                                      |   |      |     |                 | 2,103              | 39    | 117    | 156      | 132   | 78     | 210      |
| Village                              | 6 | 68   | 13% | 70%             | 641                | 12    | 36     | 48       | 40    | 24     | 64       |
| Village                              | 5 | 97   | 19% | 89%             | 915                | 17    | 51     | 68       | 57    | 34     | 91       |
| Village                              | 4 | 58   | 11% | 100%            | 547                | 10    | 30     | 41       | 34    | 20     | 55       |

Notes: 1. du = dwelling units

2. Trips were calculated based on the following rates per du:

Single-Family Detached: Daily – 9.43; AM – 0.70 (25% in / 75% out); PM – 0.94 (63% in / 37% out)

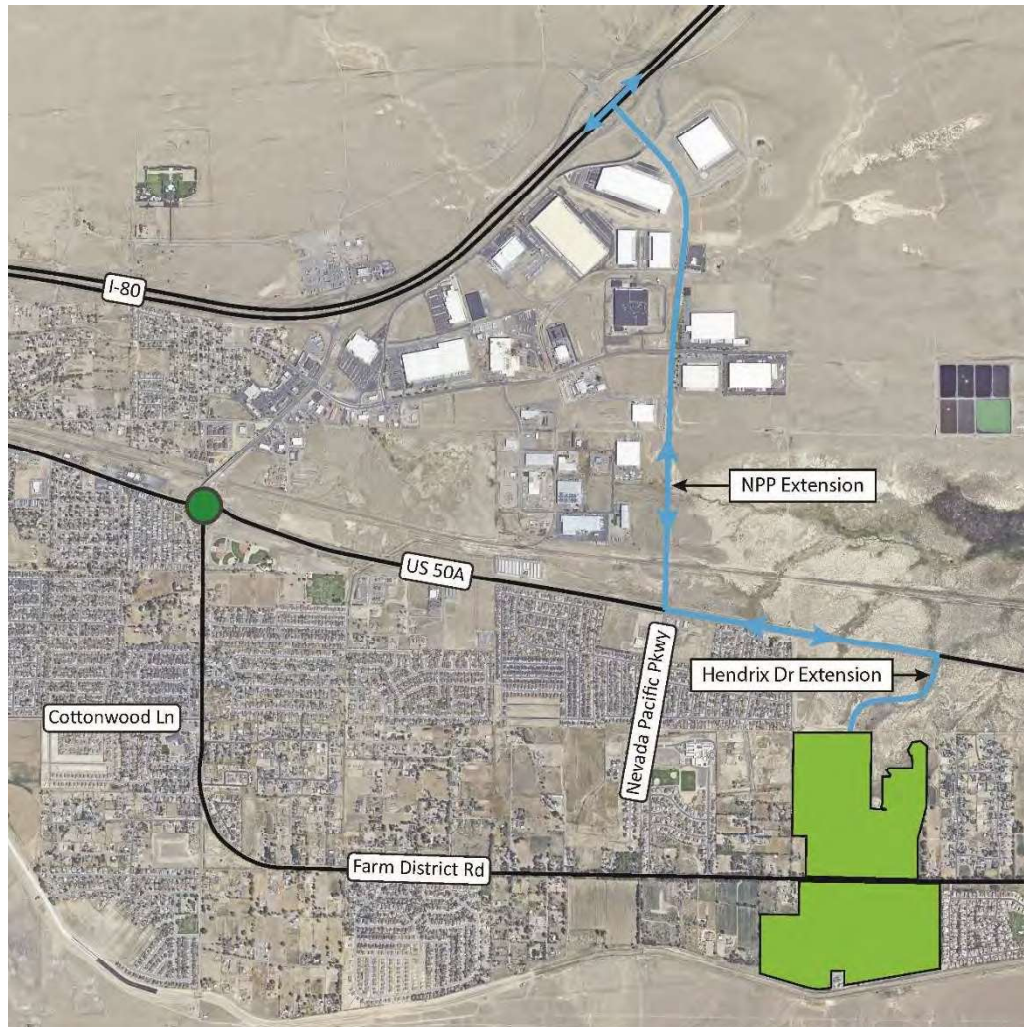
As shown in the table, the project is expected to generate 4,847 Daily, 360 AM peak hour, and 483 PM peak hour trips to the external roadway network. There are approximately 291 lots (57%) north of Farm District Road, and 223 lots (43%) on the southern portion.



### ***Project Phasing and Access***

The first step in the process of planning project access was to determine the percentage of occupancy that could be constructed before the Hendrix Drive Extension would be needed (if needed at all). This high-level analysis indicated that:

- The West Access intersection currently operates as a T-intersection and provides access to the northern portion of the project (Villages 1-3). The south leg will provide access to Villages 4-5 south of Farm District Road. The West Access is expected to operate at LOS D or better as a T-intersection with project traffic from Villages 1-3 and Village 6.
- When Villages 4 and 5 and the south leg of the West Access are constructed, the northbound left-turn volume is expected to trigger the intersection to operate with side street LOS E/F with access only on Farm District Road (i.e. the Hendrix Drive Extension is not constructed).
- The East Access will primarily provide access to Village 6 and is expected to operate within policy LOS in all scenarios. This is attributed to the fact that it is a T-intersection servicing only part of the southern portion of the project, and the two-way left-turn lane (TWLTL) on Farm District Road allows for a two-stage left from the side street.
- Therefore, it is recommended that Villages 1-3 and Village 6 (approximately 70% of the total buildout) be constructed first as **Phase 1** with access on Farm District Road. Prior to occupancy of residences associated with Villages 4 or 5, additional access or improvements should be provided.
- Two improvement alternatives were considered – additional access to US 50A via the Hendrix Drive Extension or improvements to the Farm District Road / West Access intersection. The preferred improvement is the Hendrix Drive Extension that is proposed to connect the development to US 50A at an existing High-T located approximately 0.6 miles east of Jessica Lane. This connection is recommended and desirable as:
  - The majority of traffic associated with the project is ultimately to/from US 50A and I-80.
  - A direct connection to US 50A will significantly decrease travel time for most residents. The Hendrix Drive Extension, in addition to the Nevada Pacific Parkway Extension, will also reduce the amount of traffic using the Farm District Road / US 50A roundabout.
  - This route will also serve as a cut-through and divert some traffic from the adjacent Red Rock Road that is using the route to travel between Farm District Road and US 50A.



**Exhibit 1: Hendrix Drive Extension provides direct access to US 50A and I-80**

### ***Trip Distribution by Phases***

Access is planned via two existing driveways on Farm District Road, and a connection to US 50A. Access is planned in two phases – Phase 1 consisting of Villages 1-3 plus Village 6 (70% of total project traffic consisting of the north portion and one Village in the south portion), and Phase 2/Full Build-Out (the remaining 30% south portions Villages 4 and 5).

The Phase 1 (Villages 1-3 and Village 6) project trips were distributed to the roadway network as follows:

- 80% to/from the west via Farm District Road
- 20% to/from the east via Farm District Road

Project trips for Phase 1 are shown on **Figure 7a**.

At full Build-Out of the project with the Hendrix Drive Extension in place, the distribution is anticipated to be approximately:

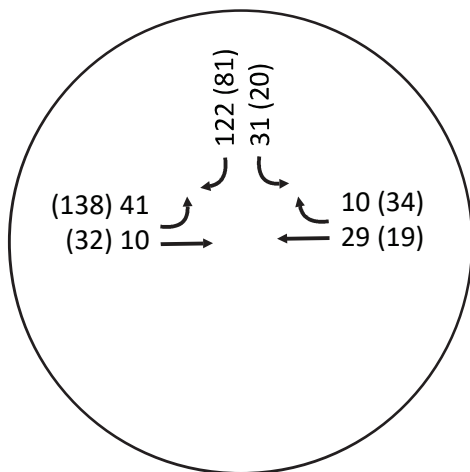
- 60% to/from the west via US 50A
- 10% to/from the east via US 50A
- 20% to/from the west via Farm District Road
- 10% to/from the east via Farm District Road

**Figure 7b** shows the project trip distribution and assignment for Full Build-Out.

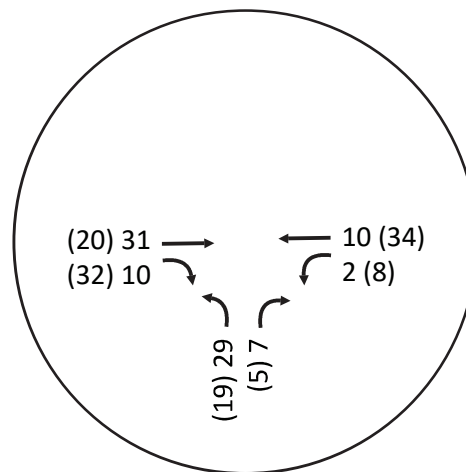




③ Farm District Rd /  
Friendly 5 West Access



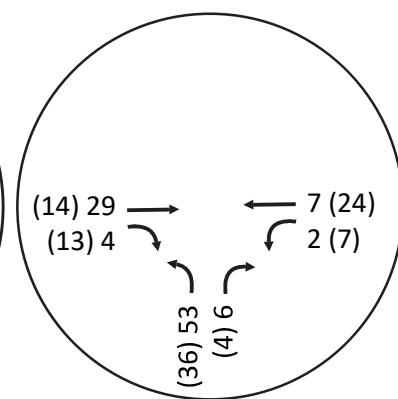
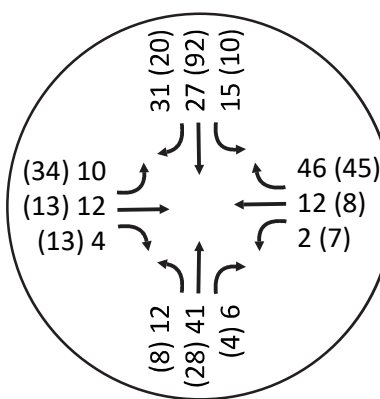
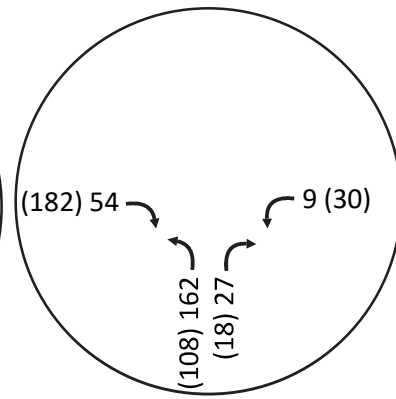
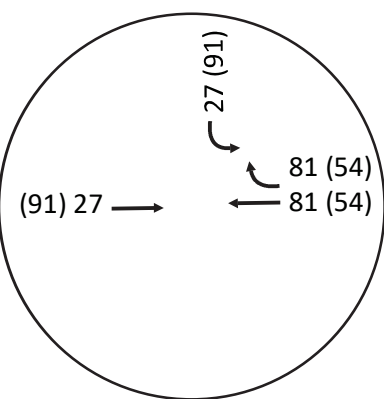
④ Farm District Rd /  
Friendly 5 East Access







- ① US 50 A / Nevada Pacific Blvd      ② US 50A / Hendrix Dr Extension      ③ Farm District Rd / Friendly 5 West Access      ④ Farm District Rd / Friendly 5 East Access



## OPENING YEAR AND FUTURE YEAR PLUS PROJECT CONDITIONS

### ***Traffic Volumes***

Opening Year Plus Project (Phase 1) Conditions are shown in **Figure 8a** and includes Opening Year traffic volumes (**Figure 5**) and Phase 1 project trips (**Figure 7a**).

Opening Year Plus Project (Full Build-Out) Conditions are shown in **Figure 8b** and include Opening Year traffic volumes (**Figure 5**), and Full Build-Out project trips (**Figure 7b**), plus additional cut-through traffic that is anticipated to use the proposed Hendrix Drive Extension to traverse between Farm District Road and US 50A. For analysis purposes, the cut-through traffic is estimated at approximately 50% of the volume on the adjacent Red Rock Road.

Future Year Plus Project Condition traffic volumes are shown on **Figure 9** and include Future Year traffic volumes (**Figure 6**), Full Build-Out project trips (**Figure 7b**), and the rerouted traffic on the Hendrix Drive Extension.

### ***Lane Configurations and Controls***

#### Right Turn Lane Requirements

Left turn lanes from the major street already exist at all studied intersections.

Right turn lane requirement evaluations were conducted for the US 50A / Hendrix Drive Extension intersection using the Future Year Plus Project traffic volumes and the criteria in the *NDOT Access Management System and Standards (AMSS, 2017)*. **Table 5** summarizes the results based on the Future Year Plus Project volumes (rounded).

**Table 5: Turn Lane Requirements**

| Turn Lane                                                  | AMSS Table        | Turn Volume / Through Volume     | Turn Lane Required | Deceleration Length <sup>2</sup> |
|------------------------------------------------------------|-------------------|----------------------------------|--------------------|----------------------------------|
| US 50A / Hendrix Drive Extension Eastbound Right Turn Lane | 4-18 <sup>1</sup> | 80 / 950 (AM)<br>250 / 1800 (PM) | Yes                | 710'                             |

Notes:

1. AMSS Table 4-18: Right-Turn Lane Warrants at Unsignalized Intersections, Multilane Roadways in Urban Areas, 65 mph
2. AMSS Table 4-20: Minimum Length of Left-Turn or Right-Turn Deceleration Lanes. Deceleration length; without queue storage required. Assumed minimum lengths for 0-2% grades, adjustments due to grade to be determined in design phase.

With the construction of the Hendrix Drive Extension, the following turn lanes should be constructed at the US50A / Hendrix Drive Extension intersection:

- Eastbound right turn lane (735' total length, with 25' of "storage" length and 710' of deceleration length). The total length will consist of 250' of taper and 485' of full lane width)



- Northbound right turn lane to create separate left and right turn lanes (315' total length, with 100' storage length and 215' deceleration length which includes appropriate taper and the remainder as full lane width)

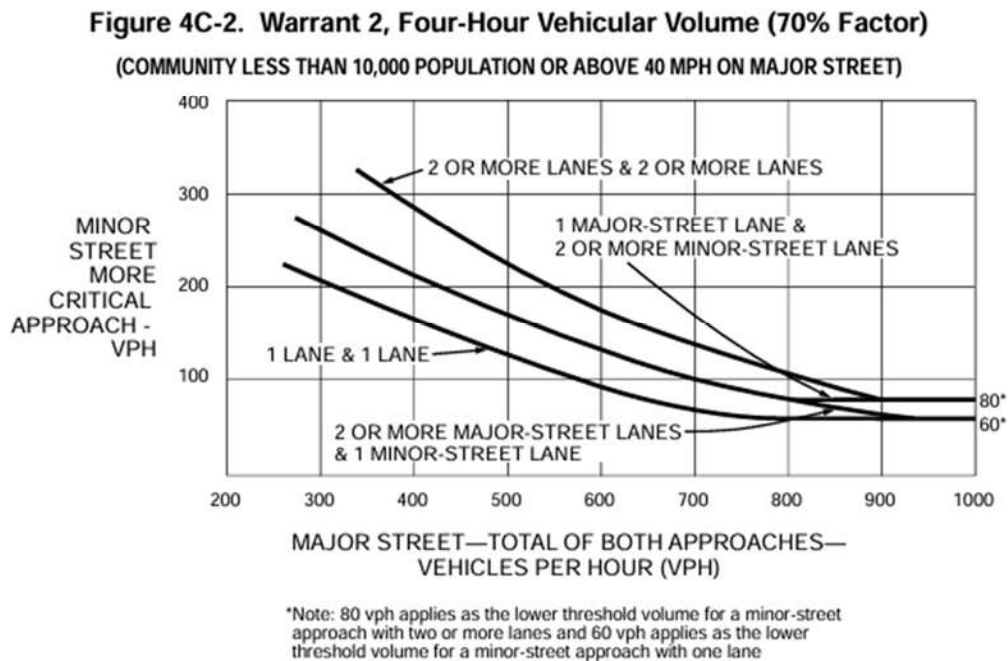
#### Preliminary Signal Warrant Analysis

Preliminary signal warrant analysis was conducted for the US 50A / Hendrix Drive Extension intersection based on the Opening Year Plus Project and Future Year Plus Project volumes. Warrant 2, the Four-Hour Vehicular Volume warrant was evaluated for roadways with speed limits greater than 40 mph.

#### ***Warrant 2, Four-Hour Vehicular Volume***

##### Criteria

According to the MUTCD, “the need for a traffic control signal shall be considered if an engineering study finds that, for each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) all fall above the applicable curve in **Figure 4C-2** for the existing combination of approach lanes. On the minor street, the higher volume shall not be required to be on the same approach during each of these 4 hours.”



Source: MUTCD 11<sup>th</sup> Edition

## Evaluation

US 50A has a posted speed limit above 40 miles per hour (mph), therefore the 70% Factor warrant criteria, MUTCD Figure 4C-2, was used. The volumes were input and evaluated in a spreadsheet-based signal warrant program. **Table 6** shows volume scenarios and if the warrant criteria is met.

**Table 6: Four-Hour Signal Warrant  
US 50A / Hendrix Drive Extension**

| Intersection and Peak Hour                                                                                      | 4-Hr Warrant Criteria                    |                                                  | Hour Warrant Met? |
|-----------------------------------------------------------------------------------------------------------------|------------------------------------------|--------------------------------------------------|-------------------|
|                                                                                                                 | Major Street Combined (vph) <sup>1</sup> | Highest Minor Street Approach (vph) <sup>2</sup> |                   |
| Opening Year Phase 1 with Hendrix Drive Extension<br>(through 70% of construction – Villages 1-3 and Village 6) |                                          |                                                  |                   |
| US 50A / Hendrix Drive Extension AM Hr1                                                                         | 640                                      | 190                                              | Yes               |
| US 50A / Hendrix Drive Extension AM Hr2                                                                         | 540                                      | 160                                              | Yes (On verge)    |
| US 50A / Hendrix Drive Extension PM Hr1                                                                         | 1,170                                    | 110                                              | Yes               |
| US 50A / Hendrix Drive Extension PM Hr2                                                                         | 1,180                                    | 110                                              | Yes               |
| Opening Year Plus Project (Full Build Out)                                                                      |                                          |                                                  |                   |
| US 50A / Hendrix Drive Extension AM Hr1                                                                         | 660                                      | 240                                              | Yes               |
| US 50A / Hendrix Drive Extension AM Hr2                                                                         | 550                                      | 200                                              | Yes               |
| US 50A / Hendrix Drive Extension PM Hr1                                                                         | 1,230                                    | 140                                              | Yes               |
| US 50A / Hendrix Drive Extension PM Hr2                                                                         | 1,230                                    | 150                                              | Yes               |

Notes: vph = vehicles per hour

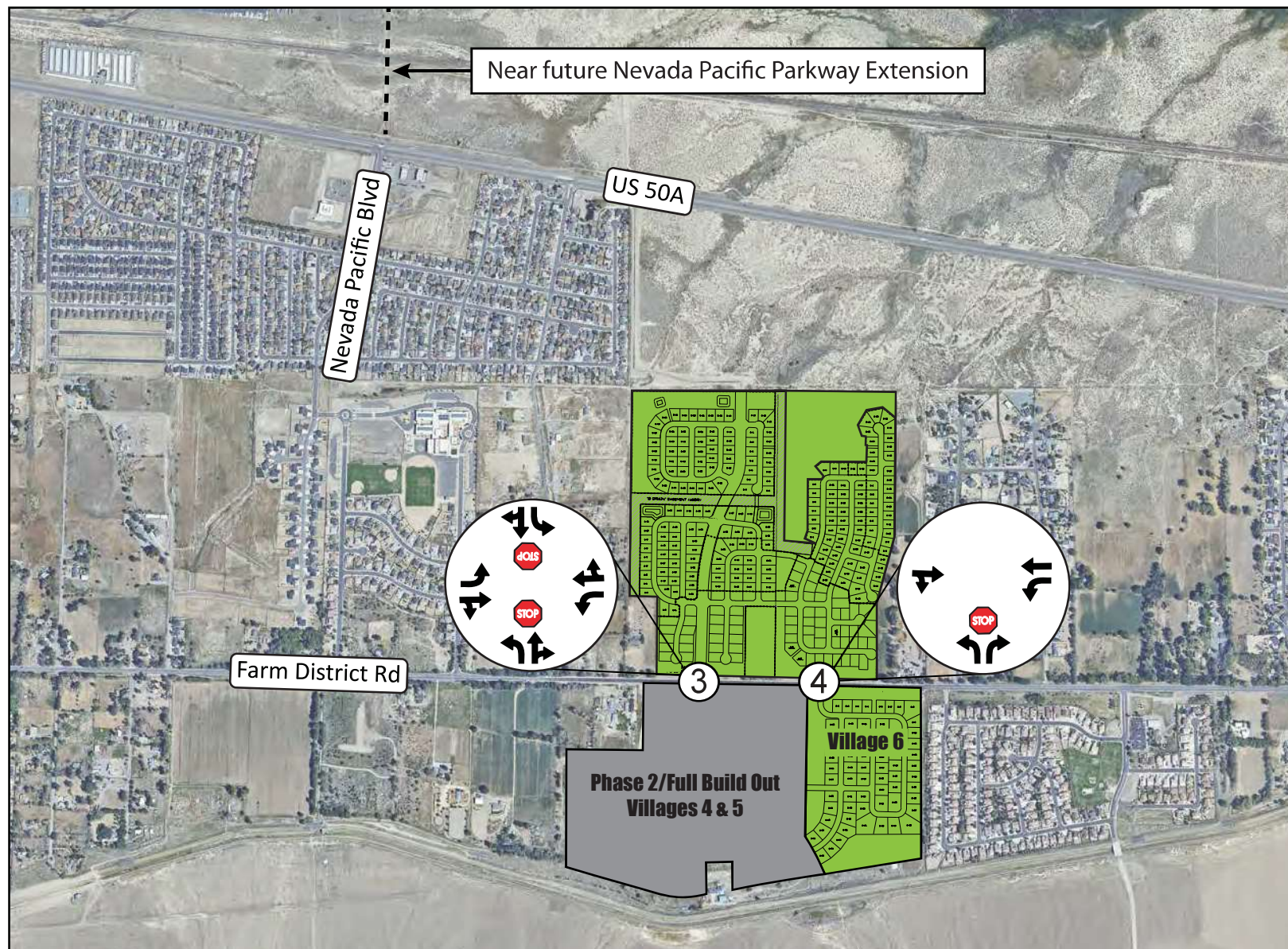
1. Eastbound through + right movement only. Westbound mainline not included since this movement is not opposed in the High-T configuration.
2. Analysis conducted as one lane, with the northbound left turn volume only.

Source: GCW 2025

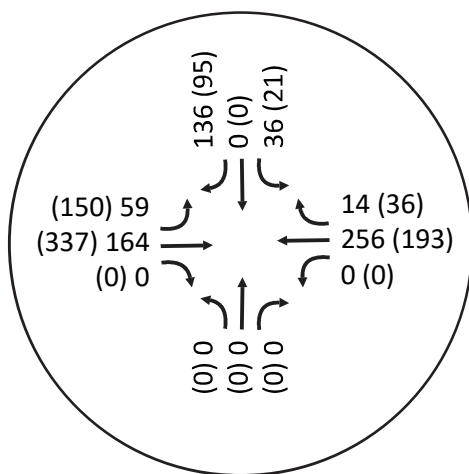
The table indicates that the US 50A / Hendrix Drive Extension intersection is anticipated to meet signal warrants at its proposed opening – at 70% of the construction (Villages 1-3 and Village 6). Note that the signal evaluation was prepared considering only the eastbound volumes on US 50A (NOT including the westbound through volumes) due to the High-T configuration. Inclusion of the westbound through volume would increase the margin by which warrants were met.

**Figures 8a, 8b, and 9** show the Opening Year Plus Project and Future Year Plus Project volumes and proposed lane configurations and controls.

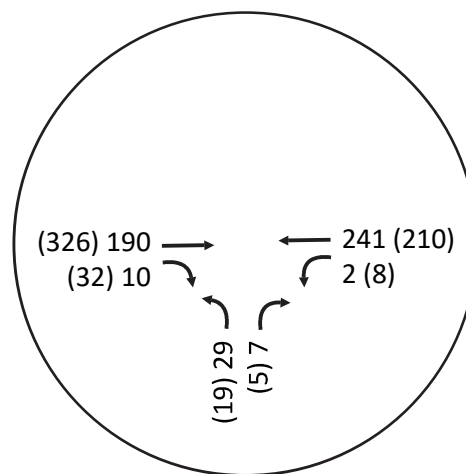




3 Farm District Rd /  
Friendly 5 West Access



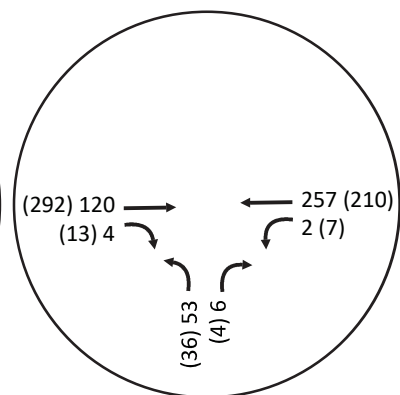
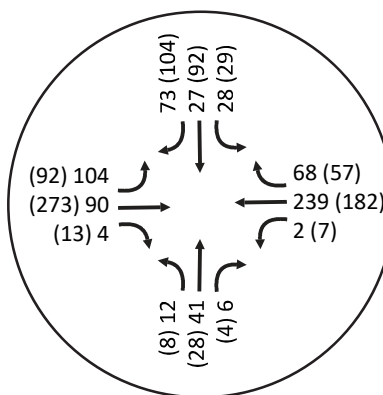
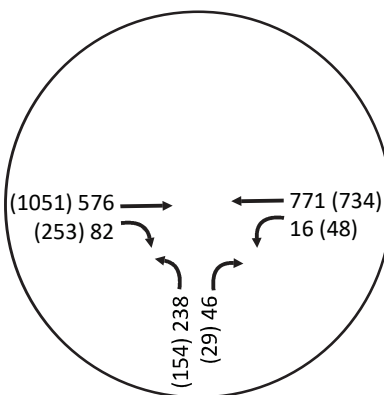
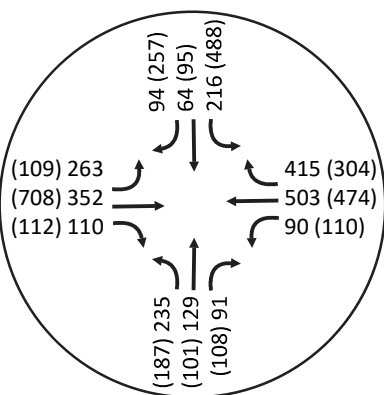
4 Farm District Rd /  
Friendly 5 East Access







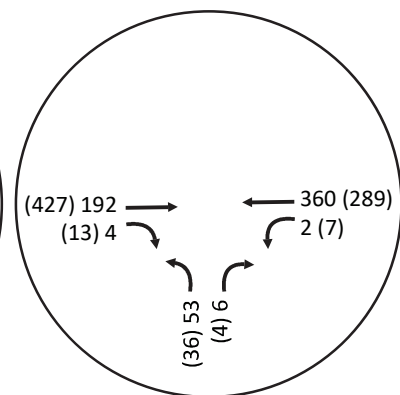
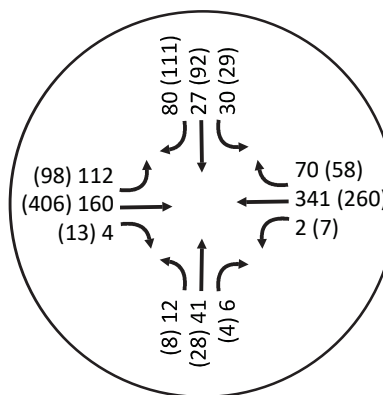
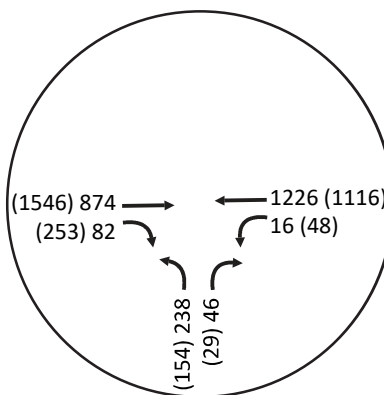
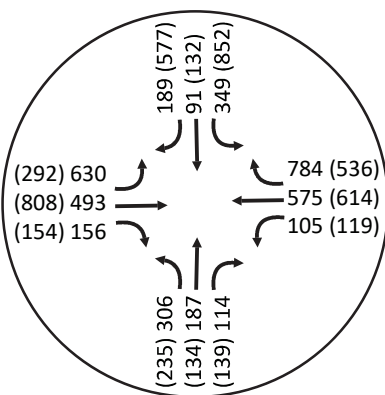
- ① US 50 A / Nevada Pacific Blvd
- ② US 50A / Hendrix Dr Extension
- ③ Farm District Rd / Friendly 5 West Access
- ④ Farm District Rd / Friendly 5 East Access







① US 50 A / Nevada Pacific Blvd      ② US 50A / Hendrix Dr Extension      ③ Farm District Rd / Friendly 5 West Access      ④ Farm District Rd / Friendly 5 East Access



### Plus Project Intersection Level of Service

AM and PM peak hour intersection level of service analysis was performed for the study intersections for the Opening Year Plus Project and Future Year Plus Project conditions. **Tables 7 and 8** show the level of service results, and the technical calculations are provided in **Appendix F**. The Plus Project Conditions were evaluated in phases to identify the trigger for the extension of Hendrix Drive:

- Opening Year Plus Phase 1 - Villages 1-3 and Village 6 (**Table 7**) – Farm District Road Access Only
- Opening Year Plus Full Build-Out and Future Year Plus Full Build Out (**Table 8**) – with access on Farm District Road and the Hendrix Drive Extension to US 50A

**Table 7: Opening Year Plus Project Phase 1 (Villages 1-3 and Village 6) with Farm District Road Access Only**

| Intersection Level of Service |                                                |                                 |                            |     |                            |     |
|-------------------------------|------------------------------------------------|---------------------------------|----------------------------|-----|----------------------------|-----|
| Int. ID                       | Intersection                                   | Control                         | Opening Yr Plus Project AM |     | Opening Yr Plus Project PM |     |
|                               |                                                |                                 | Delay <sup>1</sup>         | LOS | Delay <sup>1</sup>         | LOS |
| 3                             | Farm District Road / West Access               | Phase 1:<br>Side Street<br>Stop |                            |     |                            |     |
|                               | Overall                                        |                                 | 4                          | A   | 3                          | A   |
|                               | Southbound Left                                |                                 | 20                         | C   | 24                         | C   |
|                               | Southbound Through/Right                       |                                 | 12                         | B   | 10                         | B   |
|                               | Eastbound Left                                 |                                 | 8                          | A   | 8                          | A   |
| 4                             | Farm District Road / East (Secondary Entrance) | Phase 1:<br>Side Street<br>Stop |                            |     |                            |     |
|                               | Overall                                        |                                 | 1                          | A   | 1                          | A   |
|                               | Northbound Left                                |                                 | 12                         | B   | 12                         | B   |
|                               | Northbound Right                               |                                 | 12                         | B   | 12                         | B   |
|                               | Westbound Left                                 |                                 | 8                          | A   | 8                          | A   |

Notes:

1. Delay is reported in seconds per vehicle for the worst approach/movement for side street stop-controlled intersections, and overall and by movement for signalized intersections.

Source: GCW 2025

The table indicates that the Farm District Road accesses will operate acceptably through Phase 1, or through the construction of Villages 1-3 and Village 6 (70% of total buildout) with no other improvements.

**Table 8** shows the Opening Year Plus Full Build-Out and Future Year Plus Full-Build Out operations with the proposed Hendrix Drive Extension providing access to/from US 50A. The US 50A / Hendrix Drive intersection was evaluated with both side-street stop and traffic signal control.

**Table 8: Opening Year Plus Project and Future Year Plus Project  
Intersection Level of Service - with Hendrix Drive Extension**

| Int. ID | Intersection                     | Control          | Opening Yr Plus Project AM |     | Opening Yr Plus Project PM |     | Future Yr Plus Project AM                                                                                 |     | Future Yr Plus Project PM |     |
|---------|----------------------------------|------------------|----------------------------|-----|----------------------------|-----|-----------------------------------------------------------------------------------------------------------|-----|---------------------------|-----|
|         |                                  |                  | Delay <sup>1</sup>         | LOS | Delay <sup>1</sup>         | LOS | Delay <sup>1</sup>                                                                                        | LOS | Delay <sup>1</sup>        | LOS |
| 1       | US 50A / Nevada Pacific Parkway  | Signal           |                            |     |                            |     |                                                                                                           |     |                           |     |
|         | Overall                          |                  | 28                         | C   | 30                         | C   | 44                                                                                                        | D   | 44                        | D   |
|         | Northbound Left                  |                  | 40                         | D   | 44                         | D   | 58                                                                                                        | E   | 61                        | E   |
|         | Northbound Through               |                  | 41                         | D   | 42                         | D   | 62                                                                                                        | E   | 50                        | D   |
|         | Northbound Right                 |                  | 41                         | D   | 46                         | D   | 50                                                                                                        | D   | 58                        | E   |
|         | Southbound Left                  |                  | 41                         | D   | 39                         | D   | 68                                                                                                        | E   | 45                        | D   |
|         | Southbound Through               |                  | 28                         | D   | 30                         | D   | 45                                                                                                        | D   | 26                        | C   |
|         | Eastbound Left                   |                  | 40                         | D   | 46                         | D   | 56                                                                                                        | E   | 57                        | E   |
|         | Eastbound Through                |                  | 13                         | B   | 22                         | B   | 19                                                                                                        | B   | 40                        | D   |
|         | Eastbound Right                  |                  | 13                         | B   | 18                         | B   | 18                                                                                                        | B   | 31                        | C   |
|         | Westbound Left                   |                  | 48                         | D   | 50                         | D   | 59                                                                                                        | E   | 69                        | E   |
|         | Westbound Through                |                  | 16                         | B   | 17                         | B   | 31                                                                                                        | C   | 36                        | D   |
| 2       | US 50A / Hendrix Drive Extension | Side-Street Stop |                            |     |                            |     | N/A - Opening Year Analysis + Signal Warrants indicates that signal control is recommended by Future Year |     |                           |     |
|         | Overall                          |                  | 12                         | B   | 15                         | C   |                                                                                                           |     |                           |     |
|         | Northbound Left                  |                  | 45                         | E   | 144                        | F   |                                                                                                           |     |                           |     |
|         | Northbound Right                 |                  | 11                         | B   | 13                         | B   |                                                                                                           |     |                           |     |
|         | Eastbound Through                |                  | -                          | -   | -                          | -   |                                                                                                           |     |                           |     |
|         | Eastbound Right                  |                  | -                          | -   | -                          | -   |                                                                                                           |     |                           |     |
|         | Westbound Left                   |                  | 10                         | A   | 13                         | B   |                                                                                                           |     |                           |     |
| 2       | US 50A / Hendrix Drive Extension | Signal           |                            |     |                            |     |                                                                                                           |     |                           |     |
|         | Overall                          |                  | 11                         | B   | 7                          | A   | 11                                                                                                        | B   | 7                         | A   |
|         | Northbound Left                  |                  | 17                         | B   | 19                         | B   | 21                                                                                                        | C   | 32                        | C   |
|         | Northbound Right                 |                  | 17                         | B   | 16                         | B   | 16                                                                                                        | B   | 26                        | C   |
|         | Eastbound Through                |                  | 13                         | B   | 6                          | A   | 8                                                                                                         | A   | 6                         | A   |
|         | Eastbound Right                  |                  | 11                         | B   | 6                          | A   | 6                                                                                                         | A   | 4                         | A   |
|         | Westbound Left                   |                  | 9                          | A   | 10                         | A   | 11                                                                                                        | B   | 15                        | B   |

**Table 8 Continued: Opening Year Plus Project and Future Year Plus Project  
Intersection Level of Service – with Hendrix Drive Extension**

| Int. ID | Intersection                            | Control                 | Opening Yr Plus Project AM |     | Opening Yr Plus Project PM |     | Future Yr Plus Project AM |     | Future Yr Plus Project PM |     |
|---------|-----------------------------------------|-------------------------|----------------------------|-----|----------------------------|-----|---------------------------|-----|---------------------------|-----|
|         |                                         |                         | Delay <sup>1</sup>         | LOS | Delay <sup>1</sup>         | LOS | Delay <sup>1</sup>        | LOS | Delay <sup>1</sup>        | LOS |
| 3       | <b>Farm District Road / West Access</b> | <b>Side Street Stop</b> |                            |     |                            |     |                           |     |                           |     |
|         | Northbound Left                         |                         | 24                         | C   | 28                         | D   | 42                        | E   | 51                        | F   |
|         | Northbound Through/Right                |                         | 22                         | C   | 18                         | C   | 33                        | D   | 24                        | C   |
|         | Southbound Left                         |                         | 28                         | D   | 21                         | C   | 55                        | F   | 32                        | D   |
|         | Southbound Through/Right                |                         | 16                         | C   | 20                         | C   | 21                        | C   | 33                        | D   |
|         | Eastbound Left                          |                         | 9                          | A   | 8                          | A   | 9                         | A   | 8                         | A   |
|         | Westbound Left                          |                         | 8                          | A   | 8                          | A   | 8                         | A   | 8                         | A   |
| 4       | <b>Farm District Road / East Access</b> | <b>Side Street Stop</b> |                            |     |                            |     |                           |     |                           |     |
|         | Northbound Approach                     |                         | 12                         | B   | 12                         | B   | 14                        | B   | 14                        | B   |
|         | Westbound Left                          |                         | 8                          | A   | 8                          | A   | 8                         | A   | 8                         | A   |

Notes:

1. Delay is reported in seconds per vehicle for the worst approach/movement for side street stop-controlled intersections, and overall and by movement for signalized intersections.

Source: GCW 2025

As shown in the table,

- US 50A / Nevada Pacific Parkway is anticipated to operate within the level of service policy with the addition of project traffic.
- At build-out, US 50A / Hendrix Drive Extension is anticipated to have substantial delay and LOS F on the northbound approach as an unsignalized High-T. A signal is anticipated to be warranted at the opening of the extension to support both project traffic and additional regional cut through traffic. The intersection is anticipated to operate acceptably if/when signalized, subject to NDOT permitting.
- Farm District Road / West Access is anticipated to operate acceptably in the Opening Year with the project as side-street stop.
- Farm District Road / East Access is anticipated to operate acceptably in the Opening Year with the project as side-street stop.



## PROJECT ROADWAY AND INTERSECTION MODIFICATIONS

A summary of the recommended project roadway and intersection modifications is provided in **Figure 10**.

### ***Hendrix Drive Extension***

The Average Daily Traffic (ADT) for the proposed Hendrix Drive Extension was estimated based on peak hour traffic as 10% of the ADT, equating to approximately 5,000 vehicles per day. This volume is well within typical thresholds for a two-lane roadway (one lane per direction).

### ***US 50A / Hendrix Drive Extension Recommended Controls***

The Hendrix Drive Extension / US 50A intersection is anticipated to meet signal warrants at or near opening of the extension. Different types of intersection controls were considered, and signalization is recommended when warrants are met for the following reasons:

- Signalization maintains the High-T configuration that has already been constructed and is a common intersection configuration and control along the corridor.
- The intersection is anticipated to operate acceptably when signalized.
- The northbound approach is recommended to have separate left turn and right turn lanes. The left turn and right turn queues are expected to be minimal (less than one vehicle). Deceleration length would be based on the speed limit. A deceleration length of 215' is recommended based on a 35-mph speed limit. The total length of 315' (100' storage plus deceleration length) would be sufficient for storage/deceleration for a right turn pocket (the lower turning volume).

The US 50A / Hendrix Drive Extension intersection should initially be constructed as stop control and later reevaluated for signal warrants in the future. The signal should be constructed if / when warrants are met and signalization is permitted by NDOT. Signalization is not a Condition of Approval of the Friendly 5 Ranch Development Handbook.

### ***Safety Considerations***

All of the proposed modifications can be considered safety improvements.

Hendrix Drive Extension – This will provide an alternative access and a direct route to US 50A. This has safety benefits for emergency responders as well as for incidents or evacuations.

US 50 A / Hendrix Drive Extension signalization and turn lanes – Signalization can provide a safety benefit when signal warrants are met. The *NDOT Planning Level Crash Modification (CMF) List* acknowledges this as a safety benefit but does not provide a “one size fits all” Crash Modification Factor (CMF).

### ***Access Spacing***

US 50A is classified as a Principal Arterial with a posted speed limit of 65 MPH. NDOT's AMSS provides spacing standards of 5,280 feet for full access signalized intersections and 1,320 feet for full access unsignalized intersections. The High-T is already constructed and is spaced over 3,000' from the nearest intersections on either side and is approximately 5,000' from the signal at US 50A/ Nevada Pacific Parkway; this is approximately 95% of the required spacing. Additionally, the location was chosen and constructed by NDOT with the understanding that it would serve the planned connection. If a Deviation Letter is required, one will be provided during the NDOT permitting process.

All other study intersections exist and there are no recommended changes to the controls, therefore the spacing has already been approved.

## **CONCLUSIONS & RECOMMENDATIONS**

### ***Key Findings***

- The project consists of 514 single-family dwelling units.
- Substantial regional traffic growth is expected in the project area due to several other large projects and developments. Additionally, the Nevada Pacific Parkway Extension is anticipated to provide additional capacity and a connection between I-80 and US 50A.
- The study intersections operate acceptably in the Existing, Opening Year, and Future Year Conditions without the project.
- The project is expected to generate 4,847 Daily, 360 AM peak hour, and 483 PM peak hour trips to the external roadway network.
- The study intersections are anticipated to operate acceptably with the recommendations outlined below.

### ***Summary of Recommendations***

- A graphical summary of the recommendations is shown on **Figure 10**.
- Three access points are recommended – the two existing intersections on Farm District Road (Intersections 3 and 4 in the report) and the planned Hendrix Drive Extension to US 50A at the existing High-T intersection which was built by NDOT for this purpose (Intersection 2).
- The existing Friendly 5 West and East access connections to Farm District Road are recommended to remain side-street stop controlled on the northbound and southbound approaches in their current configurations.

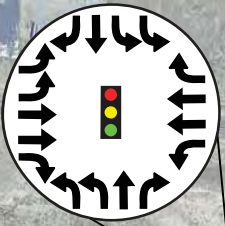


- The analysis indicates that the study intersections on Farm District Road will adequately function with Villages 1-3 and Village 6 (approximately 70% of the total build out) without the Hendrix Drive Extension. Therefore, the Hendrix Drive Extension should be completed prior to the first Certificate of Occupancy for a residence within Village 4 or Village 5. Hendrix Drive as a two-lane roadway (one lane each direction) is shown to provide adequate capacity for the Future Plus Project conditions with other regional traffic diverted to the roadway.
- With the construction of the Hendrix Drive Extension, the following turn lanes should be constructed at the US50A / Hendrix Drive Extension intersection:
  - Eastbound right turn lane (735' total length, with 25' of "storage" length and 710' of deceleration length). The total length will consist of 250' of taper and 485' of full lane width)
  - Northbound right turn lane to create separate left and right turn lanes (315' total length, with 100' storage length and 215' deceleration length which includes appropriate taper and the remainder as full lane width)
- A traffic signal may eventually be warranted at the US 50A / Hendrix Drive Extension intersection (the existing High-T) due to regional traffic flow combined with project traffic. Signalization is not a Condition of Approval of the Friendly 5 Ranch Development Handbook. Per NDOT policies and practices, a traffic signal cannot be constructed until MUTCD traffic signal warrants are met and installation is permitted by NDOT. Therefore, a signal cannot be conditioned at this time since there is no certainty NDOT would approve a signal.
- If/when signal warrants are met, a signal would be recommended for the following reasons:
  - Signalization maintains the existing High-T configuration. Signalized High-Ts are the common intersection configurations and controls along the US 50A corridor.
  - The US 50A / Hendrix Drive Extension intersection should initially be constructed with stop control and two approach lanes on the northbound approach and be re-evaluated for signal warrants after opening the complete extension.
- Note that the intersection improvements on Farm District Road conditioned in the Friendly 5 Ranch Development Handbook approval have already been constructed and no other improvements are recommended on Farm District Road at this time.



## US 50A / Hendrix Dr Extension

- Provides direct project connection to US 50A
- Decreases travel time for majority of residents bound to/from US 50A and I-80
- Diverts traffic from US 50A/Farm District Rd Roundabout
- Provides an additional connection between Farm District Rd and US 50A



Nevada Pacific Parkway (by others)

1  
Nevada Pacific Blvd

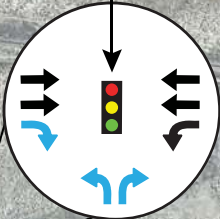
US 50A

Hendrix Drive Extension (one lane each direction) to be constructed prior to Villages 4 and 5.

Signal recommended to be constructed if warrants met

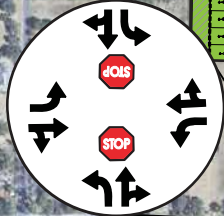
Existing High-T Intersection

2

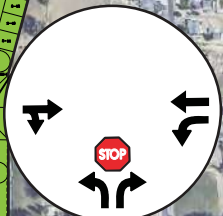


Hendrix Dr Extension

Farm District Rd



3



4

Village 4

Village 5

Village 6

Figure 10

Friendly 5

Traffic Impact Study

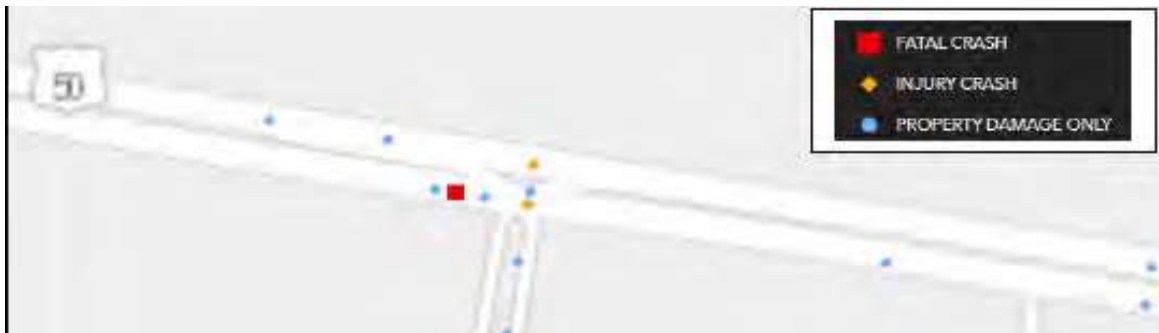
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Summary of Recommendations

## **Appendix A**

### **Crash Data**

| OBJECTID | Crash Date          | Primary Street | Dir | Property Da | Injury Type | Crash Type    |
|----------|---------------------|----------------|-----|-------------|-------------|---------------|
| 1681583  | 5/6/2016, 7:15 PM   | SR828E         | E   | PDO         | No Data     | NON-COLLISION |
| 1690528  | 7/13/2016, 12:15 PM | US50A          | W   | No Data     | B           | NON-COLLISION |
| 1758934  | 11/8/2017, 4:35 PM  | SR828E         | E   | PDO         | No Data     | NON-COLLISION |
| 1798954  | 9/1/2018, 3:26 AM   | SR828E         | E   | PDO         | No Data     | NON-COLLISION |
| 1853422  | 10/10/2019, 6:17 AM | US50A          | E   | PDO         | No Data     | NON-COLLISION |
|          | 4/16/2021           | US50A          | WB  | PDO         |             | Non-Collision |



## **Appendix B**

### **Existing Conditions LOS Calculations**



# HCM 7th Signalized Intersection Summary

## 1: Nevada Pacific Parkway & US50A

02/12/2025

|                              | →    | ↘    | ↙    | ←    | ↖    | ↗    |
|------------------------------|------|------|------|------|------|------|
| Movement                     | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations          | ↑↑   | ↑    | ↓    | ↑↑   | ↓    | ↑    |
| Traffic Volume (veh/h)       | 339  | 118  | 19   | 499  | 264  | 45   |
| Future Volume (veh/h)        | 339  | 118  | 19   | 499  | 264  | 45   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          |      | 1.00 | 1.00 |      | 1.00 | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   | No   |      |
| Adj Sat Flow, veh/h/ln       | 1781 | 1781 | 1781 | 1781 | 1781 | 1781 |
| Adj Flow Rate, veh/h         | 394  | 137  | 22   | 580  | 307  | 52   |
| Peak Hour Factor             | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Percent Heavy Veh, %         | 8    | 8    | 8    | 8    | 8    | 8    |
| Cap, veh/h                   | 1838 | 820  | 42   | 2140 | 369  | 329  |
| Arrive On Green              | 0.54 | 0.54 | 0.02 | 0.63 | 0.22 | 0.22 |
| Sat Flow, veh/h              | 3474 | 1510 | 1697 | 3474 | 1697 | 1510 |
| Grp Volume(v), veh/h         | 394  | 137  | 22   | 580  | 307  | 52   |
| Grp Sat Flow(s), veh/h/ln    | 1692 | 1510 | 1697 | 1692 | 1697 | 1510 |
| Q Serve(g_s), s              | 4.2  | 3.2  | 0.9  | 5.3  | 12.1 | 2.0  |
| Cycle Q Clear(g_c), s        | 4.2  | 3.2  | 0.9  | 5.3  | 12.1 | 2.0  |
| Prop In Lane                 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h       | 1838 | 820  | 42   | 2140 | 369  | 329  |
| V/C Ratio(X)                 | 0.21 | 0.17 | 0.52 | 0.27 | 0.83 | 0.16 |
| Avail Cap(c_a), veh/h        | 1838 | 820  | 279  | 2612 | 1346 | 1197 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 8.3  | 8.0  | 33.7 | 5.7  | 26.1 | 22.2 |
| Incr Delay (d2), s/veh       | 0.3  | 0.4  | 9.6  | 0.1  | 4.9  | 0.2  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 1.4  | 1.0  | 0.5  | 1.5  | 5.1  | 0.7  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 8.5  | 8.5  | 43.3 | 5.8  | 31.0 | 22.4 |
| LnGrp LOS                    | A    | A    | D    | A    | C    | C    |
| Approach Vol, veh/h          | 531  |      |      | 602  | 359  |      |
| Approach Delay, s/veh        | 8.5  |      |      | 7.1  | 29.8 |      |
| Approach LOS                 | A    |      |      | A    | C    |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    |      | 6    |
| Phs Duration (G+Y+Rc), s     | 6.2  | 44.0 |      | 19.7 |      | 50.2 |
| Change Period (Y+Rc), s      | 4.5  | 6.0  |      | 4.5  |      | 6.0  |
| Max Green Setting (Gmax), s  | 11.5 | 38.0 |      | 55.5 |      | 54.0 |
| Max Q Clear Time (g_c+I1), s | 2.9  | 6.2  |      | 14.1 |      | 7.3  |
| Green Ext Time (p_c), s      | 0.0  | 3.3  |      | 1.2  |      | 4.6  |
| <b>Intersection Summary</b>  |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh |      |      | 13.1 |      |      |      |
| HCM 7th LOS                  |      |      | B    |      |      |      |

| Intersection              |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |       |                                                                                     |                                                                                     |       |
|---------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------|
| Int Delay, s/veh          | 0.9                                                                               |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |       |                                                                                     |                                                                                     |       |
| Movement                  | EBL                                                                               | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | WBR  | NBL                                                                               | NBT                                                                               | NBR   | SBL                                                                                 | SBT                                                                                 | SBR   |
| Lane Configurations       |  |  |      |  |  |      |  |  |       |  |  |       |
| Traffic Vol, veh/h        | 18                                                                                | 140                                                                               | 0    | 0                                                                                 | 204                                                                               | 3    | 0                                                                                 | 0                                                                                 | 0     | 6                                                                                   | 0                                                                                   | 13    |
| Future Vol, veh/h         | 18                                                                                | 140                                                                               | 0    | 0                                                                                 | 204                                                                               | 3    | 0                                                                                 | 0                                                                                 | 0     | 6                                                                                   | 0                                                                                   | 13    |
| Conflicting Peds, #/hr    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                   | 0                                                                                   | 0     |
| Sign Control              | Free                                                                              | Free                                                                              | Free | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop                                                                              | Stop  | Stop                                                                                | Stop                                                                                | Stop  |
| RT Channelized            | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None  | -                                                                                   | -                                                                                   | None  |
| Storage Length            | 200                                                                               | -                                                                                 | -    | 200                                                                               | -                                                                                 | -    | 0                                                                                 | -                                                                                 | -     | 0                                                                                   | -                                                                                   | -     |
| Veh in Median Storage, #  | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -     | -                                                                                   | 0                                                                                   | -     |
| Grade, %                  | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -     | -                                                                                   | 0                                                                                   | -     |
| Peak Hour Factor          | 72                                                                                | 72                                                                                | 72   | 72                                                                                | 72                                                                                | 72   | 72                                                                                | 72                                                                                | 72    | 72                                                                                  | 72                                                                                  | 72    |
| Heavy Vehicles, %         | 5                                                                                 | 5                                                                                 | 5    | 5                                                                                 | 5                                                                                 | 5    | 5                                                                                 | 5                                                                                 | 5     | 5                                                                                   | 5                                                                                   | 5     |
| Mvmt Flow                 | 25                                                                                | 194                                                                               | 0    | 0                                                                                 | 283                                                                               | 4    | 0                                                                                 | 0                                                                                 | 0     | 8                                                                                   | 0                                                                                   | 18    |
| Major/Minor               | Major1                                                                            |                                                                                   |      | Major2                                                                            |                                                                                   |      | Minor1                                                                            |                                                                                   |       | Minor2                                                                              |                                                                                     |       |
| Conflicting Flow All      | 288                                                                               | 0                                                                                 | 0    | 194                                                                               | 0                                                                                 | 0    | 528                                                                               | 532                                                                               | 194   | 530                                                                                 | 530                                                                                 | 285   |
| Stage 1                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 244                                                                               | 244                                                                               | -     | 285                                                                                 | 285                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 283                                                                               | 288                                                                               | -     | 244                                                                                 | 244                                                                                 | -     |
| Critical Hdwy             | 4.15                                                                              | -                                                                                 | -    | 4.15                                                                              | -                                                                                 | -    | 7.15                                                                              | 6.55                                                                              | 6.25  | 7.15                                                                                | 6.55                                                                                | 6.25  |
| Critical Hdwy Stg 1       | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 6.15                                                                              | 5.55                                                                              | -     | 6.15                                                                                | 5.55                                                                                | -     |
| Critical Hdwy Stg 2       | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 6.15                                                                              | 5.55                                                                              | -     | 6.15                                                                                | 5.55                                                                                | -     |
| Follow-up Hdwy            | 2.245                                                                             | -                                                                                 | -    | 2.245                                                                             | -                                                                                 | -    | 3.545                                                                             | 4.045                                                                             | 3.345 | 3.545                                                                               | 4.045                                                                               | 3.345 |
| Pot Cap-1 Maneuver        | 1257                                                                              | -                                                                                 | -    | 1361                                                                              | -                                                                                 | -    | 456                                                                               | 449                                                                               | 839   | 455                                                                                 | 450                                                                                 | 746   |
| Stage 1                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 753                                                                               | 698                                                                               | -     | 715                                                                                 | 670                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 717                                                                               | 669                                                                               | -     | 753                                                                                 | 698                                                                                 | -     |
| Platoon blocked, %        | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -     | -                                                                                   | -                                                                                   | -     |
| Mov Cap-1 Maneuver        | 1257                                                                              | -                                                                                 | -    | 1361                                                                              | -                                                                                 | -    | 437                                                                               | 440                                                                               | 839   | 446                                                                                 | 441                                                                                 | 746   |
| Mov Cap-2 Maneuver        | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 437                                                                               | 440                                                                               | -     | 446                                                                                 | 441                                                                                 | -     |
| Stage 1                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 738                                                                               | 684                                                                               | -     | 715                                                                                 | 670                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 700                                                                               | 669                                                                               | -     | 738                                                                                 | 684                                                                                 | -     |
| Approach                  | EB                                                                                |                                                                                   |      | WB                                                                                |                                                                                   |      | NB                                                                                |                                                                                   |       | SB                                                                                  |                                                                                     |       |
| HCM Control Delay, s/v    | 0.9                                                                               |                                                                                   |      | 0                                                                                 |                                                                                   |      | 0                                                                                 |                                                                                   |       | 10.98                                                                               |                                                                                     |       |
| HCM LOS                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      | A                                                                                 |                                                                                   |       | B                                                                                   |                                                                                     |       |
| Minor Lane/Major Mvmt     | NBLn1 NBLn2                                                                       |                                                                                   | EBL  | EBT                                                                               | EBR                                                                               | WBL  | WBT                                                                               | WBR                                                                               | SBLn1 | SBLn2                                                                               |                                                                                     |       |
| Capacity (veh/h)          | -                                                                                 | -                                                                                 | 1257 | -                                                                                 | -                                                                                 | 1361 | -                                                                                 | -                                                                                 | 446   | 746                                                                                 |                                                                                     |       |
| HCM Lane V/C Ratio        | -                                                                                 | -                                                                                 | 0.02 | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | 0.019 | 0.024                                                                               |                                                                                     |       |
| HCM Control Delay (s/veh) | 0                                                                                 | 0                                                                                 | 7.9  | -                                                                                 | -                                                                                 | 0    | -                                                                                 | -                                                                                 | 13.2  | 9.9                                                                                 |                                                                                     |       |
| HCM Lane LOS              | A                                                                                 | A                                                                                 | A    | -                                                                                 | -                                                                                 | A    | -                                                                                 | -                                                                                 | B     | A                                                                                   |                                                                                     |       |
| HCM 95th %tile Q(veh)     | -                                                                                 | -                                                                                 | 0.1  | -                                                                                 | -                                                                                 | 0    | -                                                                                 | -                                                                                 | 0.1   | 0.1                                                                                 |                                                                                     |       |



# HCM 7th Signalized Intersection Summary

## 1: Nevada Pacific Parkway & US50A

02/12/2025

|                              | →    | ↘    | ↙    | ←    | ↖    | ↗    |
|------------------------------|------|------|------|------|------|------|
| Movement                     | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations          | ↑↑   | ↑    | ↓    | ↑↑   | ↓    | ↑    |
| Traffic Volume (veh/h)       | 670  | 134  | 43   | 504  | 199  | 51   |
| Future Volume (veh/h)        | 670  | 134  | 43   | 504  | 199  | 51   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          |      | 1.00 | 1.00 |      | 1.00 | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   | No   |      |
| Adj Sat Flow, veh/h/ln       | 1841 | 1841 | 1841 | 1841 | 1841 | 1841 |
| Adj Flow Rate, veh/h         | 705  | 141  | 45   | 531  | 209  | 54   |
| Peak Hour Factor             | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, %         | 4    | 4    | 4    | 4    | 4    | 4    |
| Cap, veh/h                   | 2216 | 989  | 68   | 2540 | 260  | 231  |
| Arrive On Green              | 0.63 | 0.63 | 0.04 | 0.73 | 0.15 | 0.15 |
| Sat Flow, veh/h              | 3589 | 1560 | 1753 | 3589 | 1753 | 1560 |
| Grp Volume(v), veh/h         | 705  | 141  | 45   | 531  | 209  | 54   |
| Grp Sat Flow(s),veh/h/ln     | 1749 | 1560 | 1753 | 1749 | 1753 | 1560 |
| Q Serve(g_s), s              | 7.7  | 3.0  | 2.1  | 4.1  | 9.6  | 2.6  |
| Cycle Q Clear(g_c), s        | 7.7  | 3.0  | 2.1  | 4.1  | 9.6  | 2.6  |
| Prop In Lane                 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h       | 2216 | 989  | 68   | 2540 | 260  | 231  |
| V/C Ratio(X)                 | 0.32 | 0.14 | 0.66 | 0.21 | 0.80 | 0.23 |
| Avail Cap(c_a), veh/h        | 2216 | 989  | 304  | 3011 | 786  | 699  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 7.0  | 6.2  | 39.7 | 3.7  | 34.5 | 31.4 |
| Incr Delay (d2), s/veh       | 0.4  | 0.3  | 10.5 | 0.0  | 5.8  | 0.5  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 2.6  | 1.0  | 1.1  | 1.1  | 4.4  | 1.0  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 7.4  | 6.5  | 50.1 | 3.7  | 40.2 | 31.9 |
| LnGrp LOS                    | A    | A    | D    | A    | D    | C    |
| Approach Vol, veh/h          | 846  |      |      | 576  | 263  |      |
| Approach Delay, s/veh        | 7.2  |      |      | 7.4  | 38.5 |      |
| Approach LOS                 | A    |      |      | A    | D    |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    |      | 6    |
| Phs Duration (G+Y+Rc), s     | 7.7  | 59.0 |      | 16.9 |      | 66.7 |
| Change Period (Y+Rc), s      | 4.5  | 6.0  |      | 4.5  |      | 6.0  |
| Max Green Setting (Gmax), s  | 14.5 | 53.0 |      | 37.5 |      | 72.0 |
| Max Q Clear Time (g_c+l1), s | 4.1  | 9.7  |      | 11.6 |      | 6.1  |
| Green Ext Time (p_c), s      | 0.0  | 6.4  |      | 0.8  |      | 4.2  |
| <b>Intersection Summary</b>  |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh |      |      | 12.2 |      |      |      |
| HCM 7th LOS                  |      |      | B    |      |      |      |

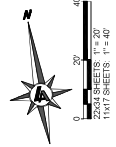
HCM 7th TWSC  
3: Farm District Road & West Access

02/12/2025

| Intersection              |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |       |                                                                                     |                                                                                     |       |
|---------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------|
| Int Delay, s/veh          | 0.5                                                                               |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |       |                                                                                     |                                                                                     |       |
| Movement                  | EBL                                                                               | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | WBR  | NBL                                                                               | NBT                                                                               | NBR   | SBL                                                                                 | SBT                                                                                 | SBR   |
| Lane Configurations       |  |  |      |  |  |      |  |  |       |  |  |       |
| Traffic Vol, veh/h        | 12                                                                                | 268                                                                               | 0    | 0                                                                                 | 156                                                                               | 1    | 0                                                                                 | 0                                                                                 | 0     | 1                                                                                   | 0                                                                                   | 13    |
| Future Vol, veh/h         | 12                                                                                | 268                                                                               | 0    | 0                                                                                 | 156                                                                               | 1    | 0                                                                                 | 0                                                                                 | 0     | 1                                                                                   | 0                                                                                   | 13    |
| Conflicting Peds, #/hr    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                   | 0                                                                                   | 0     |
| Sign Control              | Free                                                                              | Free                                                                              | Free | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop                                                                              | Stop  | Stop                                                                                | Stop                                                                                | Stop  |
| RT Channelized            | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None  | -                                                                                   | -                                                                                   | None  |
| Storage Length            | 200                                                                               | -                                                                                 | -    | 200                                                                               | -                                                                                 | -    | 0                                                                                 | -                                                                                 | -     | 0                                                                                   | -                                                                                   | -     |
| Veh in Median Storage, #  | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -     | -                                                                                   | 0                                                                                   | -     |
| Grade, %                  | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -     | -                                                                                   | 0                                                                                   | -     |
| Peak Hour Factor          | 90                                                                                | 90                                                                                | 90   | 90                                                                                | 90                                                                                | 90   | 90                                                                                | 90                                                                                | 90    | 90                                                                                  | 90                                                                                  | 90    |
| Heavy Vehicles, %         | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2     | 2                                                                                   | 2                                                                                   | 2     |
| Mvmt Flow                 | 13                                                                                | 298                                                                               | 0    | 0                                                                                 | 173                                                                               | 1    | 0                                                                                 | 0                                                                                 | 0     | 1                                                                                   | 0                                                                                   | 14    |
| Major/Minor               | Major1                                                                            |                                                                                   |      | Major2                                                                            |                                                                                   |      | Minor1                                                                            |                                                                                   |       | Minor2                                                                              |                                                                                     |       |
| Conflicting Flow All      | 174                                                                               | 0                                                                                 | 0    | 298                                                                               | 0                                                                                 | 0    | 498                                                                               | 499                                                                               | 298   | 498                                                                                 | 498                                                                                 | 174   |
| Stage 1                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 324                                                                               | 324                                                                               | -     | 174                                                                                 | 174                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 173                                                                               | 174                                                                               | -     | 324                                                                                 | 324                                                                                 | -     |
| Critical Hdwy             | 4.12                                                                              | -                                                                                 | -    | 4.12                                                                              | -                                                                                 | -    | 7.12                                                                              | 6.52                                                                              | 6.22  | 7.12                                                                                | 6.52                                                                                | 6.22  |
| Critical Hdwy Stg 1       | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 6.12                                                                              | 5.52                                                                              | -     | 6.12                                                                                | 5.52                                                                                | -     |
| Critical Hdwy Stg 2       | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 6.12                                                                              | 5.52                                                                              | -     | 6.12                                                                                | 5.52                                                                                | -     |
| Follow-up Hdwy            | 2.218                                                                             | -                                                                                 | -    | 2.218                                                                             | -                                                                                 | -    | 3.518                                                                             | 4.018                                                                             | 3.318 | 3.518                                                                               | 4.018                                                                               | 3.318 |
| Pot Cap-1 Maneuver        | 1402                                                                              | -                                                                                 | -    | 1263                                                                              | -                                                                                 | -    | 483                                                                               | 473                                                                               | 742   | 482                                                                                 | 474                                                                                 | 870   |
| Stage 1                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 688                                                                               | 649                                                                               | -     | 828                                                                                 | 755                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 829                                                                               | 755                                                                               | -     | 688                                                                                 | 649                                                                                 | -     |
| Platoon blocked, %        | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -     | -                                                                                   | -                                                                                   | -     |
| Mov Cap-1 Maneuver        | 1402                                                                              | -                                                                                 | -    | 1263                                                                              | -                                                                                 | -    | 470                                                                               | 469                                                                               | 742   | 478                                                                                 | 469                                                                                 | 870   |
| Mov Cap-2 Maneuver        | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 470                                                                               | 469                                                                               | -     | 478                                                                                 | 469                                                                                 | -     |
| Stage 1                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 681                                                                               | 643                                                                               | -     | 828                                                                                 | 755                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 815                                                                               | 755                                                                               | -     | 681                                                                                 | 643                                                                                 | -     |
| Approach                  | EB                                                                                |                                                                                   |      | WB                                                                                |                                                                                   |      | NB                                                                                |                                                                                   |       | SB                                                                                  |                                                                                     |       |
| HCM Control Delay, s/v    | 0.33                                                                              |                                                                                   |      | 0                                                                                 |                                                                                   |      | 0                                                                                 |                                                                                   |       | 9.45                                                                                |                                                                                     |       |
| HCM LOS                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      | A                                                                                 |                                                                                   |       | A                                                                                   |                                                                                     |       |
| Minor Lane/Major Mvmt     | NBLn1                                                                             | NBLn2                                                                             | EBL  | EBT                                                                               | EBR                                                                               | WBL  | WBT                                                                               | WBR                                                                               | SBLn1 | SBLn2                                                                               |                                                                                     |       |
| Capacity (veh/h)          | -                                                                                 | -                                                                                 | 1402 | -                                                                                 | -                                                                                 | 1263 | -                                                                                 | -                                                                                 | 478   | 870                                                                                 |                                                                                     |       |
| HCM Lane V/C Ratio        | -                                                                                 | -                                                                                 | 0.01 | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | 0.002 | 0.017                                                                               |                                                                                     |       |
| HCM Control Delay (s/veh) | 0                                                                                 | 0                                                                                 | 7.6  | -                                                                                 | -                                                                                 | 0    | -                                                                                 | -                                                                                 | 12.6  | 9.2                                                                                 |                                                                                     |       |
| HCM Lane LOS              | A                                                                                 | A                                                                                 | A    | -                                                                                 | -                                                                                 | A    | -                                                                                 | -                                                                                 | B     | A                                                                                   |                                                                                     |       |
| HCM 95th %tile Q(veh)     | -                                                                                 | -                                                                                 | 0    | -                                                                                 | -                                                                                 | 0    | -                                                                                 | -                                                                                 | 0     | 0.1                                                                                 |                                                                                     |       |

## **Appendix C**

### **Nevada Pacific Parkway / US 50A intersection Preliminary Plan Layouts**



**PRELIMINARY**  
NOT FOR CONSTRUCTION  
AUGUST 2024

|        |     |
|--------|-----|
| NEVADA | NOV |
|--------|-----|



## **Appendix D**

### **Opening Year and Future Year LOS Calculations**

# HCM 7th Signalized Intersection Summary

## 1: Nevada Pacific Parkway & US50A

02/13/2025

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 263                                                                               | 325                                                                               | 110                                                                               | 90                                                                                | 422                                                                               | 334                                                                               | 235                                                                                 | 129                                                                                 | 91                                                                                  | 189                                                                                 | 64                                                                                  | 94                                                                                  |
| Future Volume (veh/h)        | 263                                                                               | 325                                                                               | 110                                                                               | 90                                                                                | 422                                                                               | 334                                                                               | 235                                                                                 | 129                                                                                 | 91                                                                                  | 189                                                                                 | 64                                                                                  | 94                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1781                                                                              | 1781                                                                              | 1781                                                                              | 1781                                                                              | 1870                                                                              | 1781                                                                                | 1870                                                                                | 1781                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 296                                                                               | 378                                                                               | 128                                                                               | 105                                                                               | 491                                                                               | 0                                                                                 | 273                                                                                 | 145                                                                                 | 106                                                                                 | 212                                                                                 | 72                                                                                  | 0                                                                                   |
| Peak Hour Factor             | 0.89                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.89                                                                              | 0.86                                                                                | 0.89                                                                                | 0.86                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 8                                                                                 | 8                                                                                 | 8                                                                                 | 8                                                                                 | 2                                                                                 | 8                                                                                   | 2                                                                                   | 8                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 400                                                                               | 1672                                                                              | 746                                                                               | 134                                                                               | 1548                                                                              |                                                                                   | 369                                                                                 | 204                                                                                 | 165                                                                                 | 304                                                                                 | 159                                                                                 |                                                                                     |
| Arrive On Green              | 0.12                                                                              | 0.49                                                                              | 0.49                                                                              | 0.08                                                                              | 0.46                                                                              | 0.00                                                                              | 0.11                                                                                | 0.11                                                                                | 0.11                                                                                | 0.09                                                                                | 0.09                                                                                | 0.00                                                                                |
| Sat Flow, veh/h              | 3456                                                                              | 3385                                                                              | 1510                                                                              | 1697                                                                              | 3385                                                                              | 1585                                                                              | 3291                                                                                | 1870                                                                                | 1510                                                                                | 3456                                                                                | 1870                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 296                                                                               | 378                                                                               | 128                                                                               | 105                                                                               | 491                                                                               | 0                                                                                 | 273                                                                                 | 145                                                                                 | 106                                                                                 | 212                                                                                 | 72                                                                                  | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1728                                                                              | 1692                                                                              | 1510                                                                              | 1697                                                                              | 1692                                                                              | 1585                                                                              | 1646                                                                                | 1870                                                                                | 1510                                                                                | 1728                                                                                | 1870                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 7.0                                                                               | 5.4                                                                               | 4.0                                                                               | 5.2                                                                               | 7.8                                                                               | 0.0                                                                               | 6.8                                                                                 | 6.4                                                                                 | 5.7                                                                                 | 5.1                                                                                 | 3.1                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 7.0                                                                               | 5.4                                                                               | 4.0                                                                               | 5.2                                                                               | 7.8                                                                               | 0.0                                                                               | 6.8                                                                                 | 6.4                                                                                 | 5.7                                                                                 | 5.1                                                                                 | 3.1                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 400                                                                               | 1672                                                                              | 746                                                                               | 134                                                                               | 1548                                                                              |                                                                                   | 369                                                                                 | 204                                                                                 | 165                                                                                 | 304                                                                                 | 159                                                                                 |                                                                                     |
| V/C Ratio(X)                 | 0.74                                                                              | 0.23                                                                              | 0.17                                                                              | 0.78                                                                              | 0.32                                                                              |                                                                                   | 0.74                                                                                | 0.71                                                                                | 0.64                                                                                | 0.70                                                                                | 0.45                                                                                |                                                                                     |
| Avail Cap(c_a), veh/h        | 874                                                                               | 1672                                                                              | 746                                                                               | 389                                                                               | 1593                                                                              |                                                                                   | 794                                                                                 | 495                                                                                 | 400                                                                                 | 671                                                                                 | 407                                                                                 |                                                                                     |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 36.3                                                                              | 12.2                                                                              | 11.9                                                                              | 38.4                                                                              | 14.6                                                                              | 0.0                                                                               | 36.5                                                                                | 36.5                                                                                | 36.3                                                                                | 37.7                                                                                | 37.0                                                                                | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 2.7                                                                               | 0.3                                                                               | 0.5                                                                               | 9.5                                                                               | 0.1                                                                               | 0.0                                                                               | 2.9                                                                                 | 4.5                                                                                 | 4.1                                                                                 | 2.9                                                                                 | 2.0                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 3.1                                                                               | 2.0                                                                               | 1.4                                                                               | 2.5                                                                               | 2.9                                                                               | 0.0                                                                               | 2.8                                                                                 | 3.1                                                                                 | 2.3                                                                                 | 2.2                                                                                 | 1.5                                                                                 | 0.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 39.0                                                                              | 12.6                                                                              | 12.4                                                                              | 47.9                                                                              | 14.8                                                                              | 0.0                                                                               | 39.4                                                                                | 41.0                                                                                | 40.4                                                                                | 40.5                                                                                | 39.0                                                                                | 0.0                                                                                 |
| LnGrp LOS                    | D                                                                                 | B                                                                                 | B                                                                                 | D                                                                                 | B                                                                                 |                                                                                   | D                                                                                   | D                                                                                   | D                                                                                   | D                                                                                   | D                                                                                   |                                                                                     |
| Approach Vol, veh/h          | 802                                                                               |                                                                                   |                                                                                   | 596                                                                               |                                                                                   |                                                                                   | 524                                                                                 |                                                                                     |                                                                                     | 284                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 22.3                                                                              |                                                                                   |                                                                                   | 20.6                                                                              |                                                                                   |                                                                                   | 40.1                                                                                |                                                                                     |                                                                                     | 40.2                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 11.2                                                                              | 48.0                                                                              | 14.0                                                                              | 11.7                                                                              | 14.3                                                                              | 44.9                                                                              | 12.0                                                                                | 13.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 6.0                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 6.0                                                                               | 4.5                                                                                 | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 19.5                                                                              | 42.0                                                                              | 20.5                                                                              | 18.5                                                                              | 21.5                                                                              | 40.0                                                                              | 16.5                                                                                | 22.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 7.2                                                                               | 7.4                                                                               | 8.8                                                                               | 5.1                                                                               | 9.0                                                                               | 9.8                                                                               | 7.1                                                                                 | 8.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.2                                                                               | 3.2                                                                               | 0.7                                                                               | 0.2                                                                               | 0.8                                                                               | 3.6                                                                               | 0.5                                                                                 | 0.9                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

### Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 28.4 |
| HCM 7th LOS                  | C    |

### Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection              |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |       |                                                                                     |                                                                                     |       |
|---------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------|
| Int Delay, s/veh          | 0.9                                                                               |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |       |                                                                                     |                                                                                     |       |
| Movement                  | EBL                                                                               | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | WBR  | NBL                                                                               | NBT                                                                               | NBR   | SBL                                                                                 | SBT                                                                                 | SBR   |
| Lane Configurations       |  |  |      |  |  |      |  |  |       |  |  |       |
| Traffic Vol, veh/h        | 18                                                                                | 154                                                                               | 0    | 0                                                                                 | 228                                                                               | 3    | 0                                                                                 | 0                                                                                 | 0     | 6                                                                                   | 0                                                                                   | 14    |
| Future Vol, veh/h         | 18                                                                                | 154                                                                               | 0    | 0                                                                                 | 228                                                                               | 3    | 0                                                                                 | 0                                                                                 | 0     | 6                                                                                   | 0                                                                                   | 14    |
| Conflicting Peds, #/hr    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                   | 0                                                                                   | 0     |
| Sign Control              | Free                                                                              | Free                                                                              | Free | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop                                                                              | Stop  | Stop                                                                                | Stop                                                                                | Stop  |
| RT Channelized            | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None  | -                                                                                   | -                                                                                   | None  |
| Storage Length            | 200                                                                               | -                                                                                 | -    | 200                                                                               | -                                                                                 | -    | 0                                                                                 | -                                                                                 | -     | 0                                                                                   | -                                                                                   | -     |
| Veh in Median Storage, #  | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -     | -                                                                                   | 0                                                                                   | -     |
| Grade, %                  | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -     | -                                                                                   | 0                                                                                   | -     |
| Peak Hour Factor          | 72                                                                                | 72                                                                                | 72   | 72                                                                                | 72                                                                                | 72   | 72                                                                                | 72                                                                                | 72    | 72                                                                                  | 72                                                                                  | 72    |
| Heavy Vehicles, %         | 5                                                                                 | 5                                                                                 | 5    | 5                                                                                 | 5                                                                                 | 5    | 5                                                                                 | 5                                                                                 | 5     | 5                                                                                   | 5                                                                                   | 5     |
| Mvmt Flow                 | 25                                                                                | 214                                                                               | 0    | 0                                                                                 | 317                                                                               | 4    | 0                                                                                 | 0                                                                                 | 0     | 8                                                                                   | 0                                                                                   | 19    |
| Major/Minor               | Major1                                                                            |                                                                                   |      | Major2                                                                            |                                                                                   |      | Minor1                                                                            |                                                                                   |       | Minor2                                                                              |                                                                                     |       |
| Conflicting Flow All      | 321                                                                               | 0                                                                                 | 0    | 214                                                                               | 0                                                                                 | 0    | 581                                                                               | 585                                                                               | 214   | 583                                                                                 | 583                                                                                 | 319   |
| Stage 1                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 264                                                                               | 264                                                                               | -     | 319                                                                                 | 319                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 317                                                                               | 321                                                                               | -     | 264                                                                                 | 264                                                                                 | -     |
| Critical Hdwy             | 4.15                                                                              | -                                                                                 | -    | 4.15                                                                              | -                                                                                 | -    | 7.15                                                                              | 6.55                                                                              | 6.25  | 7.15                                                                                | 6.55                                                                                | 6.25  |
| Critical Hdwy Stg 1       | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 6.15                                                                              | 5.55                                                                              | -     | 6.15                                                                                | 5.55                                                                                | -     |
| Critical Hdwy Stg 2       | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 6.15                                                                              | 5.55                                                                              | -     | 6.15                                                                                | 5.55                                                                                | -     |
| Follow-up Hdwy            | 2.245                                                                             | -                                                                                 | -    | 2.245                                                                             | -                                                                                 | -    | 3.545                                                                             | 4.045                                                                             | 3.345 | 3.545                                                                               | 4.045                                                                               | 3.345 |
| Pot Cap-1 Maneuver        | 1222                                                                              | -                                                                                 | -    | 1339                                                                              | -                                                                                 | -    | 421                                                                               | 419                                                                               | 819   | 420                                                                                 | 420                                                                                 | 715   |
| Stage 1                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 735                                                                               | 685                                                                               | -     | 686                                                                                 | 648                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 688                                                                               | 646                                                                               | -     | 735                                                                                 | 685                                                                                 | -     |
| Platoon blocked, %        | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -     | -                                                                                   | -                                                                                   | -     |
| Mov Cap-1 Maneuver        | 1222                                                                              | -                                                                                 | -    | 1339                                                                              | -                                                                                 | -    | 401                                                                               | 410                                                                               | 819   | 411                                                                                 | 412                                                                                 | 715   |
| Mov Cap-2 Maneuver        | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 401                                                                               | 410                                                                               | -     | 411                                                                                 | 412                                                                                 | -     |
| Stage 1                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 720                                                                               | 671                                                                               | -     | 686                                                                                 | 648                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 669                                                                               | 646                                                                               | -     | 720                                                                                 | 671                                                                                 | -     |
| Approach                  | EB                                                                                |                                                                                   |      | WB                                                                                |                                                                                   |      | NB                                                                                |                                                                                   |       | SB                                                                                  |                                                                                     |       |
| HCM Control Delay, s/v    | 0.84                                                                              |                                                                                   |      | 0                                                                                 |                                                                                   |      | 0                                                                                 |                                                                                   |       | 11.31                                                                               |                                                                                     |       |
| HCM LOS                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      | A                                                                                 |                                                                                   |       | B                                                                                   |                                                                                     |       |
| Minor Lane/Major Mvmt     | NBLn1                                                                             | NBLn2                                                                             | EBL  | EBT                                                                               | EBR                                                                               | WBL  | WBT                                                                               | WBR                                                                               | SBLn1 | SBLn2                                                                               |                                                                                     |       |
| Capacity (veh/h)          | -                                                                                 | -                                                                                 | 1222 | -                                                                                 | -                                                                                 | 1339 | -                                                                                 | -                                                                                 | 411   | 715                                                                                 |                                                                                     |       |
| HCM Lane V/C Ratio        | -                                                                                 | -                                                                                 | 0.02 | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | 0.02  | 0.027                                                                               |                                                                                     |       |
| HCM Control Delay (s/veh) | 0                                                                                 | 0                                                                                 | 8    | -                                                                                 | -                                                                                 | 0    | -                                                                                 | -                                                                                 | 13.9  | 10.2                                                                                |                                                                                     |       |
| HCM Lane LOS              | A                                                                                 | A                                                                                 | A    | -                                                                                 | -                                                                                 | A    | -                                                                                 | -                                                                                 | B     | B                                                                                   |                                                                                     |       |
| HCM 95th %tile Q(veh)     | -                                                                                 | -                                                                                 | 0.1  | -                                                                                 | -                                                                                 | 0    | -                                                                                 | -                                                                                 | 0.1   | 0.1                                                                                 |                                                                                     |       |



# HCM 7th Signalized Intersection Summary

## 1: Nevada Pacific Parkway & US50A

02/13/2025

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 109                                                                               | 617                                                                               | 112                                                                               | 110                                                                               | 420                                                                               | 250                                                                               | 187                                                                                | 101                                                                                 | 108                                                                                 | 397                                                                                 | 95                                                                                  | 257                                                                                 |
| Future Volume (veh/h)        | 109                                                                               | 617                                                                               | 112                                                                               | 110                                                                               | 420                                                                               | 250                                                                               | 187                                                                                | 101                                                                                 | 108                                                                                 | 397                                                                                 | 95                                                                                  | 257                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1841                                                                              | 1841                                                                              | 1841                                                                              | 1841                                                                              | 1870                                                                              | 1841                                                                               | 1870                                                                                | 1841                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 122                                                                               | 649                                                                               | 118                                                                               | 116                                                                               | 442                                                                               | 0                                                                                 | 197                                                                                | 113                                                                                 | 114                                                                                 | 446                                                                                 | 107                                                                                 | 0                                                                                   |
| Peak Hour Factor             | 0.89                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.89                                                                              | 0.95                                                                               | 0.89                                                                                | 0.95                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 4                                                                                 | 4                                                                                 | 4                                                                                 | 4                                                                                 | 2                                                                                 | 4                                                                                  | 2                                                                                   | 4                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 193                                                                               | 1490                                                                              | 665                                                                               | 148                                                                               | 1590                                                                              |                                                                                   | 282                                                                                | 191                                                                                 | 159                                                                                 | 564                                                                                 | 340                                                                                 |                                                                                     |
| Arrive On Green              | 0.06                                                                              | 0.43                                                                              | 0.43                                                                              | 0.08                                                                              | 0.45                                                                              | 0.00                                                                              | 0.08                                                                               | 0.10                                                                                | 0.10                                                                                | 0.16                                                                                | 0.18                                                                                | 0.00                                                                                |
| Sat Flow, veh/h              | 3456                                                                              | 3497                                                                              | 1560                                                                              | 1753                                                                              | 3497                                                                              | 1585                                                                              | 3401                                                                               | 1870                                                                                | 1560                                                                                | 3456                                                                                | 1870                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 122                                                                               | 649                                                                               | 118                                                                               | 116                                                                               | 442                                                                               | 0                                                                                 | 197                                                                                | 113                                                                                 | 114                                                                                 | 446                                                                                 | 107                                                                                 | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1728                                                                              | 1749                                                                              | 1560                                                                              | 1753                                                                              | 1749                                                                              | 1585                                                                              | 1700                                                                               | 1870                                                                                | 1560                                                                                | 1728                                                                                | 1870                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 3.0                                                                               | 11.4                                                                              | 4.1                                                                               | 5.6                                                                               | 6.9                                                                               | 0.0                                                                               | 4.9                                                                                | 5.0                                                                                 | 6.1                                                                                 | 10.8                                                                                | 4.3                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 3.0                                                                               | 11.4                                                                              | 4.1                                                                               | 5.6                                                                               | 6.9                                                                               | 0.0                                                                               | 4.9                                                                                | 5.0                                                                                 | 6.1                                                                                 | 10.8                                                                                | 4.3                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 193                                                                               | 1490                                                                              | 665                                                                               | 148                                                                               | 1590                                                                              |                                                                                   | 282                                                                                | 191                                                                                 | 159                                                                                 | 564                                                                                 | 340                                                                                 |                                                                                     |
| V/C Ratio(X)                 | 0.63                                                                              | 0.44                                                                              | 0.18                                                                              | 0.78                                                                              | 0.28                                                                              |                                                                                   | 0.70                                                                               | 0.59                                                                                | 0.72                                                                                | 0.79                                                                                | 0.31                                                                                |                                                                                     |
| Avail Cap(c_a), veh/h        | 378                                                                               | 1490                                                                              | 665                                                                               | 353                                                                               | 1812                                                                              |                                                                                   | 568                                                                                | 420                                                                                 | 350                                                                                 | 1054                                                                                | 678                                                                                 |                                                                                     |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 40.1                                                                              | 17.6                                                                              | 15.5                                                                              | 39.0                                                                              | 14.8                                                                              | 0.0                                                                               | 38.8                                                                               | 37.3                                                                                | 37.8                                                                                | 34.9                                                                                | 30.8                                                                                | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 3.4                                                                               | 0.9                                                                               | 0.6                                                                               | 8.7                                                                               | 0.1                                                                               | 0.0                                                                               | 3.1                                                                                | 2.9                                                                                 | 5.9                                                                                 | 2.6                                                                                 | 0.5                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 1.3                                                                               | 4.6                                                                               | 1.5                                                                               | 2.7                                                                               | 2.6                                                                               | 0.0                                                                               | 2.1                                                                                | 2.4                                                                                 | 2.6                                                                                 | 4.6                                                                                 | 2.0                                                                                 | 0.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 43.5                                                                              | 18.5                                                                              | 16.1                                                                              | 47.7                                                                              | 14.9                                                                              | 0.0                                                                               | 41.9                                                                               | 40.2                                                                                | 43.7                                                                                | 37.5                                                                                | 31.3                                                                                | 0.0                                                                                 |
| LnGrp LOS                    | D                                                                                 | B                                                                                 | B                                                                                 | D                                                                                 | B                                                                                 |                                                                                   | D                                                                                  | D                                                                                   | D                                                                                   | D                                                                                   | C                                                                                   |                                                                                     |
| Approach Vol, veh/h          | 889                                                                               |                                                                                   |                                                                                   | 558                                                                               |                                                                                   |                                                                                   | 424                                                                                |                                                                                     |                                                                                     | 553                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 21.6                                                                              |                                                                                   |                                                                                   | 21.7                                                                              |                                                                                   |                                                                                   | 41.9                                                                               |                                                                                     |                                                                                     | 36.3                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                  |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 11.8                                                                              | 43.0                                                                              | 11.7                                                                              | 20.3                                                                              | 9.4                                                                               | 45.5                                                                              | 18.7                                                                               | 13.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 6.0                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 6.0                                                                               | 4.5                                                                                | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 17.5                                                                              | 37.0                                                                              | 14.5                                                                              | 31.5                                                                              | 9.5                                                                               | 45.0                                                                              | 26.5                                                                               | 19.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 7.6                                                                               | 13.4                                                                              | 6.9                                                                               | 6.3                                                                               | 5.0                                                                               | 8.9                                                                               | 12.8                                                                               | 8.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.2                                                                               | 5.1                                                                               | 0.4                                                                               | 0.5                                                                               | 0.1                                                                               | 3.3                                                                               | 1.4                                                                                | 0.7                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

### Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 28.5 |
| HCM 7th LOS                  | C    |

### Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th TWSC  
3: Farm District Road & West Access

02/13/2025

| Intersection              |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |       |                                                                                     |                                                                                     |       |
|---------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------|
| Int Delay, s/veh          | 0.5                                                                               |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |       |                                                                                     |                                                                                     |       |
| Movement                  | EBL                                                                               | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | WBR  | NBL                                                                               | NBT                                                                               | NBR   | SBL                                                                                 | SBT                                                                                 | SBR   |
| Lane Configurations       |  |  |      |  |  |      |  |  |       |  |  |       |
| Traffic Vol, veh/h        | 12                                                                                | 305                                                                               | 0    | 0                                                                                 | 174                                                                               | 1    | 0                                                                                 | 0                                                                                 | 0     | 1                                                                                   | 0                                                                                   | 14    |
| Future Vol, veh/h         | 12                                                                                | 305                                                                               | 0    | 0                                                                                 | 174                                                                               | 1    | 0                                                                                 | 0                                                                                 | 0     | 1                                                                                   | 0                                                                                   | 14    |
| Conflicting Peds, #/hr    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                   | 0                                                                                   | 0     |
| Sign Control              | Free                                                                              | Free                                                                              | Free | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop                                                                              | Stop  | Stop                                                                                | Stop                                                                                | Stop  |
| RT Channelized            | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None  | -                                                                                   | -                                                                                   | None  |
| Storage Length            | 200                                                                               | -                                                                                 | -    | 200                                                                               | -                                                                                 | -    | 0                                                                                 | -                                                                                 | -     | 0                                                                                   | -                                                                                   | -     |
| Veh in Median Storage, #  | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -     | -                                                                                   | 0                                                                                   | -     |
| Grade, %                  | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -     | -                                                                                   | 0                                                                                   | -     |
| Peak Hour Factor          | 90                                                                                | 90                                                                                | 90   | 90                                                                                | 90                                                                                | 90   | 90                                                                                | 90                                                                                | 90    | 90                                                                                  | 90                                                                                  | 90    |
| Heavy Vehicles, %         | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2     | 2                                                                                   | 2                                                                                   | 2     |
| Mvmt Flow                 | 13                                                                                | 339                                                                               | 0    | 0                                                                                 | 193                                                                               | 1    | 0                                                                                 | 0                                                                                 | 0     | 1                                                                                   | 0                                                                                   | 16    |
| Major/Minor               | Major1                                                                            |                                                                                   |      | Major2                                                                            |                                                                                   |      | Minor1                                                                            |                                                                                   |       | Minor2                                                                              |                                                                                     |       |
| Conflicting Flow All      | 194                                                                               | 0                                                                                 | 0    | 339                                                                               | 0                                                                                 | 0    | 559                                                                               | 560                                                                               | 339   | 559                                                                                 | 559                                                                                 | 194   |
| Stage 1                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 366                                                                               | 366                                                                               | -     | 194                                                                                 | 194                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 193                                                                               | 194                                                                               | -     | 366                                                                                 | 366                                                                                 | -     |
| Critical Hdwy             | 4.12                                                                              | -                                                                                 | -    | 4.12                                                                              | -                                                                                 | -    | 7.12                                                                              | 6.52                                                                              | 6.22  | 7.12                                                                                | 6.52                                                                                | 6.22  |
| Critical Hdwy Stg 1       | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 6.12                                                                              | 5.52                                                                              | -     | 6.12                                                                                | 5.52                                                                                | -     |
| Critical Hdwy Stg 2       | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 6.12                                                                              | 5.52                                                                              | -     | 6.12                                                                                | 5.52                                                                                | -     |
| Follow-up Hdwy            | 2.218                                                                             | -                                                                                 | -    | 2.218                                                                             | -                                                                                 | -    | 3.518                                                                             | 4.018                                                                             | 3.318 | 3.518                                                                               | 4.018                                                                               | 3.318 |
| Pot Cap-1 Maneuver        | 1379                                                                              | -                                                                                 | -    | 1220                                                                              | -                                                                                 | -    | 440                                                                               | 437                                                                               | 703   | 439                                                                                 | 437                                                                                 | 848   |
| Stage 1                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 654                                                                               | 623                                                                               | -     | 808                                                                                 | 740                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 808                                                                               | 740                                                                               | -     | 654                                                                                 | 623                                                                                 | -     |
| Platoon blocked, %        | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -     | -                                                                                   | -                                                                                   | -     |
| Mov Cap-1 Maneuver        | 1379                                                                              | -                                                                                 | -    | 1220                                                                              | -                                                                                 | -    | 427                                                                               | 433                                                                               | 703   | 435                                                                                 | 433                                                                                 | 848   |
| Mov Cap-2 Maneuver        | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 427                                                                               | 433                                                                               | -     | 435                                                                                 | 433                                                                                 | -     |
| Stage 1                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 647                                                                               | 617                                                                               | -     | 808                                                                                 | 740                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 794                                                                               | 740                                                                               | -     | 647                                                                                 | 617                                                                                 | -     |
| Approach                  | EB                                                                                |                                                                                   |      | WB                                                                                |                                                                                   |      | NB                                                                                |                                                                                   |       | SB                                                                                  |                                                                                     |       |
| HCM Control Delay, s/v    | 0.29                                                                              |                                                                                   |      | 0                                                                                 |                                                                                   |      | 0                                                                                 |                                                                                   |       | 9.59                                                                                |                                                                                     |       |
| HCM LOS                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      | A                                                                                 |                                                                                   |       | A                                                                                   |                                                                                     |       |
| Minor Lane/Major Mvmt     | NBLn1 NBLn2                                                                       |                                                                                   | EBL  | EBT                                                                               | EBR                                                                               | WBL  | WBT                                                                               | WBR                                                                               | SBLn1 | SBLn2                                                                               |                                                                                     |       |
| Capacity (veh/h)          | -                                                                                 | -                                                                                 | 1379 | -                                                                                 | -                                                                                 | 1220 | -                                                                                 | -                                                                                 | 435   | 848                                                                                 |                                                                                     |       |
| HCM Lane V/C Ratio        | -                                                                                 | -                                                                                 | 0.01 | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | 0.003 | 0.018                                                                               |                                                                                     |       |
| HCM Control Delay (s/veh) | 0                                                                                 | 0                                                                                 | 7.6  | -                                                                                 | -                                                                                 | 0    | -                                                                                 | -                                                                                 | 13.3  | 9.3                                                                                 |                                                                                     |       |
| HCM Lane LOS              | A                                                                                 | A                                                                                 | A    | -                                                                                 | -                                                                                 | A    | -                                                                                 | -                                                                                 | B     | A                                                                                   |                                                                                     |       |
| HCM 95th %tile Q(veh)     | -                                                                                 | -                                                                                 | 0    | -                                                                                 | -                                                                                 | 0    | -                                                                                 | -                                                                                 | 0     | 0.1                                                                                 |                                                                                     |       |

# HCM 7th Signalized Intersection Summary

## 1: Nevada Pacific Parkway & US50A

02/24/2025

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 630                                                                               | 466                                                                               | 156                                                                               | 105                                                                               | 494                                                                               | 703                                                                               | 306                                                                                | 187                                                                                 | 114                                                                                 | 322                                                                                 | 91                                                                                  | 189                                                                                 |
| Future Volume (veh/h)        | 630                                                                               | 466                                                                               | 156                                                                               | 105                                                                               | 494                                                                               | 703                                                                               | 306                                                                                | 187                                                                                 | 114                                                                                 | 322                                                                                 | 91                                                                                  | 189                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1781                                                                              | 1781                                                                              | 1781                                                                              | 1781                                                                              | 1870                                                                              | 1781                                                                               | 1870                                                                                | 1781                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 708                                                                               | 542                                                                               | 181                                                                               | 122                                                                               | 574                                                                               | 0                                                                                 | 356                                                                                | 210                                                                                 | 133                                                                                 | 362                                                                                 | 102                                                                                 | 0                                                                                   |
| Peak Hour Factor             | 0.89                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.89                                                                              | 0.86                                                                               | 0.89                                                                                | 0.86                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 8                                                                                 | 8                                                                                 | 8                                                                                 | 8                                                                                 | 2                                                                                 | 8                                                                                  | 2                                                                                   | 8                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 776                                                                               | 1613                                                                              | 719                                                                               | 150                                                                               | 1151                                                                              |                                                                                   | 421                                                                                | 250                                                                                 | 202                                                                                 | 422                                                                                 | 240                                                                                 |                                                                                     |
| Arrive On Green              | 0.22                                                                              | 0.48                                                                              | 0.48                                                                              | 0.09                                                                              | 0.34                                                                              | 0.00                                                                              | 0.13                                                                               | 0.13                                                                                | 0.13                                                                                | 0.12                                                                                | 0.13                                                                                | 0.00                                                                                |
| Sat Flow, veh/h              | 3456                                                                              | 3385                                                                              | 1510                                                                              | 1697                                                                              | 3385                                                                              | 1585                                                                              | 3291                                                                               | 1870                                                                                | 1510                                                                                | 3456                                                                                | 1870                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 708                                                                               | 542                                                                               | 181                                                                               | 122                                                                               | 574                                                                               | 0                                                                                 | 356                                                                                | 210                                                                                 | 133                                                                                 | 362                                                                                 | 102                                                                                 | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1728                                                                              | 1692                                                                              | 1510                                                                              | 1697                                                                              | 1692                                                                              | 1585                                                                              | 1646                                                                               | 1870                                                                                | 1510                                                                                | 1728                                                                                | 1870                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 21.7                                                                              | 10.8                                                                              | 7.8                                                                               | 7.7                                                                               | 14.7                                                                              | 0.0                                                                               | 11.5                                                                               | 11.9                                                                                | 9.1                                                                                 | 11.2                                                                                | 5.5                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 21.7                                                                              | 10.8                                                                              | 7.8                                                                               | 7.7                                                                               | 14.7                                                                              | 0.0                                                                               | 11.5                                                                               | 11.9                                                                                | 9.1                                                                                 | 11.2                                                                                | 5.5                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 776                                                                               | 1613                                                                              | 719                                                                               | 150                                                                               | 1151                                                                              |                                                                                   | 421                                                                                | 250                                                                                 | 202                                                                                 | 422                                                                                 | 240                                                                                 |                                                                                     |
| V/C Ratio(X)                 | 0.91                                                                              | 0.34                                                                              | 0.25                                                                              | 0.82                                                                              | 0.50                                                                              |                                                                                   | 0.85                                                                               | 0.84                                                                                | 0.66                                                                                | 0.86                                                                                | 0.43                                                                                |                                                                                     |
| Avail Cap(c_a), veh/h        | 823                                                                               | 1613                                                                              | 719                                                                               | 261                                                                               | 1326                                                                              |                                                                                   | 500                                                                                | 311                                                                                 | 251                                                                                 | 442                                                                                 | 267                                                                                 |                                                                                     |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 41.1                                                                              | 17.7                                                                              | 16.9                                                                              | 48.7                                                                              | 28.5                                                                              | 0.0                                                                               | 46.4                                                                               | 45.9                                                                                | 44.7                                                                                | 46.8                                                                                | 43.7                                                                                | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 13.9                                                                              | 0.6                                                                               | 0.8                                                                               | 10.2                                                                              | 0.3                                                                               | 0.0                                                                               | 11.1                                                                               | 15.2                                                                                | 4.4                                                                                 | 14.9                                                                                | 1.2                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 10.6                                                                              | 4.3                                                                               | 2.8                                                                               | 3.7                                                                               | 5.9                                                                               | 0.0                                                                               | 5.3                                                                                | 6.6                                                                                 | 3.6                                                                                 | 5.7                                                                                 | 2.6                                                                                 | 0.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 55.0                                                                              | 18.3                                                                              | 17.8                                                                              | 58.9                                                                              | 28.8                                                                              | 0.0                                                                               | 57.5                                                                               | 61.1                                                                                | 49.1                                                                                | 61.7                                                                                | 44.9                                                                                | 0.0                                                                                 |
| LnGrp LOS                    | D                                                                                 | B                                                                                 | B                                                                                 | E                                                                                 | C                                                                                 |                                                                                   | E                                                                                  | E                                                                                   | D                                                                                   | E                                                                                   | D                                                                                   |                                                                                     |
| Approach Vol, veh/h          | 1431                                                                              |                                                                                   |                                                                                   | 696                                                                               |                                                                                   |                                                                                   | 699                                                                                |                                                                                     |                                                                                     | 464                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 36.4                                                                              |                                                                                   |                                                                                   | 34.1                                                                              |                                                                                   |                                                                                   | 57.0                                                                               |                                                                                     |                                                                                     | 58.0                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | E                                                                                  |                                                                                     |                                                                                     | E                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 14.1                                                                              | 57.8                                                                              | 18.4                                                                              | 18.4                                                                              | 28.9                                                                              | 43.0                                                                              | 17.8                                                                               | 19.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 6.0                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 6.0                                                                               | 4.5                                                                                | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 16.7                                                                              | 51.8                                                                              | 16.5                                                                              | 15.5                                                                              | 25.9                                                                              | 42.6                                                                              | 13.9                                                                               | 18.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 9.7                                                                               | 12.8                                                                              | 13.5                                                                              | 7.5                                                                               | 23.7                                                                              | 16.7                                                                              | 13.2                                                                               | 13.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.2                                                                               | 4.9                                                                               | 0.4                                                                               | 0.2                                                                               | 0.7                                                                               | 4.2                                                                               | 0.1                                                                                | 0.6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

### Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 43.3 |
| HCM 7th LOS                  | D    |

### Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection              |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |       |                                                                                     |                                                                                     |       |
|---------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------|
| Int Delay, s/veh          | 1                                                                                 |                                                                                   |       |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |       |                                                                                     |                                                                                     |       |
| Movement                  | EBL                                                                               | EBT                                                                               | EBR   | WBL                                                                               | WBT                                                                               | WBR  | NBL                                                                               | NBT                                                                               | NBR   | SBL                                                                                 | SBT                                                                                 | SBR   |
| Lane Configurations       |  |  |       |  |  |      |  |  |       |  |  |       |
| Traffic Vol, veh/h        | 27                                                                                | 224                                                                               | 0     | 0                                                                                 | 329                                                                               | 5    | 0                                                                                 | 0                                                                                 | 0     | 8                                                                                   | 0                                                                                   | 20    |
| Future Vol, veh/h         | 27                                                                                | 224                                                                               | 0     | 0                                                                                 | 329                                                                               | 5    | 0                                                                                 | 0                                                                                 | 0     | 8                                                                                   | 0                                                                                   | 20    |
| Conflicting Peds, #/hr    | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                   | 0                                                                                   | 0     |
| Sign Control              | Free                                                                              | Free                                                                              | Free  | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop                                                                              | Stop  | Stop                                                                                | Stop                                                                                | Stop  |
| RT Channelized            | -                                                                                 | -                                                                                 | None  | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None  | -                                                                                   | -                                                                                   | None  |
| Storage Length            | 200                                                                               | -                                                                                 | -     | 200                                                                               | -                                                                                 | -    | 0                                                                                 | -                                                                                 | -     | 0                                                                                   | -                                                                                   | -     |
| Veh in Median Storage, #  | -                                                                                 | 0                                                                                 | -     | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -     | -                                                                                   | 0                                                                                   | -     |
| Grade, %                  | -                                                                                 | 0                                                                                 | -     | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -     | -                                                                                   | 0                                                                                   | -     |
| Peak Hour Factor          | 72                                                                                | 72                                                                                | 72    | 72                                                                                | 72                                                                                | 72   | 72                                                                                | 72                                                                                | 72    | 72                                                                                  | 72                                                                                  | 72    |
| Heavy Vehicles, %         | 5                                                                                 | 5                                                                                 | 5     | 5                                                                                 | 5                                                                                 | 5    | 5                                                                                 | 5                                                                                 | 5     | 5                                                                                   | 5                                                                                   | 5     |
| Mvmt Flow                 | 38                                                                                | 311                                                                               | 0     | 0                                                                                 | 457                                                                               | 7    | 0                                                                                 | 0                                                                                 | 0     | 11                                                                                  | 0                                                                                   | 28    |
| Major/Minor               | Major1                                                                            |                                                                                   |       | Major2                                                                            |                                                                                   |      | Minor1                                                                            |                                                                                   |       | Minor2                                                                              |                                                                                     |       |
| Conflicting Flow All      | 464                                                                               | 0                                                                                 | 0     | 311                                                                               | 0                                                                                 | 0    | 843                                                                               | 850                                                                               | 311   | 847                                                                                 | 847                                                                                 | 460   |
| Stage 1                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 386                                                                               | 386                                                                               | -     | 460                                                                                 | 460                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 457                                                                               | 464                                                                               | -     | 386                                                                                 | 386                                                                                 | -     |
| Critical Hdwy             | 4.15                                                                              | -                                                                                 | -     | 4.15                                                                              | -                                                                                 | -    | 7.15                                                                              | 6.55                                                                              | 6.25  | 7.15                                                                                | 6.55                                                                                | 6.25  |
| Critical Hdwy Stg 1       | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 6.15                                                                              | 5.55                                                                              | -     | 6.15                                                                                | 5.55                                                                                | -     |
| Critical Hdwy Stg 2       | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 6.15                                                                              | 5.55                                                                              | -     | 6.15                                                                                | 5.55                                                                                | -     |
| Follow-up Hdwy            | 2.245                                                                             | -                                                                                 | -     | 2.245                                                                             | -                                                                                 | -    | 3.545                                                                             | 4.045                                                                             | 3.345 | 3.545                                                                               | 4.045                                                                               | 3.345 |
| Pot Cap-1 Maneuver        | 1082                                                                              | -                                                                                 | -     | 1232                                                                              | -                                                                                 | -    | 280                                                                               | 294                                                                               | 722   | 279                                                                                 | 296                                                                                 | 595   |
| Stage 1                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 631                                                                               | 605                                                                               | -     | 575                                                                                 | 561                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 578                                                                               | 559                                                                               | -     | 631                                                                                 | 605                                                                                 | -     |
| Platoon blocked, %        | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -     | -                                                                                   | -                                                                                   | -     |
| Mov Cap-1 Maneuver        | 1082                                                                              | -                                                                                 | -     | 1232                                                                              | -                                                                                 | -    | 258                                                                               | 284                                                                               | 722   | 269                                                                                 | 285                                                                                 | 595   |
| Mov Cap-2 Maneuver        | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 258                                                                               | 284                                                                               | -     | 269                                                                                 | 285                                                                                 | -     |
| Stage 1                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 609                                                                               | 584                                                                               | -     | 575                                                                                 | 561                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 551                                                                               | 559                                                                               | -     | 609                                                                                 | 584                                                                                 | -     |
| Approach                  | EB                                                                                |                                                                                   |       | WB                                                                                |                                                                                   |      | NB                                                                                |                                                                                   |       | SB                                                                                  |                                                                                     |       |
| HCM Control Delay, s/v    | 0.91                                                                              |                                                                                   |       | 0                                                                                 |                                                                                   |      | 0                                                                                 |                                                                                   |       | 13.52                                                                               |                                                                                     |       |
| HCM LOS                   |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |      | A                                                                                 |                                                                                   |       | B                                                                                   |                                                                                     |       |
| Minor Lane/Major Mvmt     | NBLn1                                                                             | NBLn2                                                                             | EBL   | EBT                                                                               | EBR                                                                               | WBL  | WBT                                                                               | WBR                                                                               | SBLn1 | SBLn2                                                                               |                                                                                     |       |
| Capacity (veh/h)          | -                                                                                 | -                                                                                 | 1082  | -                                                                                 | -                                                                                 | 1232 | -                                                                                 | -                                                                                 | 269   | 595                                                                                 |                                                                                     |       |
| HCM Lane V/C Ratio        | -                                                                                 | -                                                                                 | 0.035 | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | 0.041 | 0.047                                                                               |                                                                                     |       |
| HCM Control Delay (s/veh) | 0                                                                                 | 0                                                                                 | 8.4   | -                                                                                 | -                                                                                 | 0    | -                                                                                 | -                                                                                 | 19    | 11.3                                                                                |                                                                                     |       |
| HCM Lane LOS              | A                                                                                 | A                                                                                 | A     | -                                                                                 | -                                                                                 | A    | -                                                                                 | -                                                                                 | C     | B                                                                                   |                                                                                     |       |
| HCM 95th %tile Q(veh)     | -                                                                                 | -                                                                                 | 0.1   | -                                                                                 | -                                                                                 | 0    | -                                                                                 | -                                                                                 | 0.1   | 0.1                                                                                 |                                                                                     |       |

# HCM 7th Signalized Intersection Summary

## 1: Nevada Pacific Parkway & US50A

02/24/2025

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 292                                                                               | 717                                                                               | 154                                                                               | 119                                                                               | 560                                                                               | 482                                                                               | 235                                                                                | 134                                                                                 | 139                                                                                 | 761                                                                                 | 132                                                                                 | 577                                                                                 |
| Future Volume (veh/h)        | 292                                                                               | 717                                                                               | 154                                                                               | 119                                                                               | 560                                                                               | 482                                                                               | 235                                                                                | 134                                                                                 | 139                                                                                 | 761                                                                                 | 132                                                                                 | 577                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1841                                                                              | 1841                                                                              | 1841                                                                              | 1841                                                                              | 1870                                                                              | 1841                                                                               | 1870                                                                                | 1841                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 328                                                                               | 755                                                                               | 162                                                                               | 125                                                                               | 589                                                                               | 0                                                                                 | 247                                                                                | 151                                                                                 | 146                                                                                 | 855                                                                                 | 148                                                                                 | 0                                                                                   |
| Peak Hour Factor             | 0.89                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.89                                                                              | 0.95                                                                               | 0.89                                                                                | 0.95                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 4                                                                                 | 4                                                                                 | 4                                                                                 | 4                                                                                 | 2                                                                                 | 4                                                                                  | 2                                                                                   | 4                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 402                                                                               | 1102                                                                              | 491                                                                               | 154                                                                               | 1002                                                                              |                                                                                   | 317                                                                                | 223                                                                                 | 186                                                                                 | 980                                                                                 | 579                                                                                 |                                                                                     |
| Arrive On Green              | 0.12                                                                              | 0.31                                                                              | 0.31                                                                              | 0.09                                                                              | 0.29                                                                              | 0.00                                                                              | 0.09                                                                               | 0.12                                                                                | 0.12                                                                                | 0.28                                                                                | 0.31                                                                                | 0.00                                                                                |
| Sat Flow, veh/h              | 3456                                                                              | 3497                                                                              | 1560                                                                              | 1753                                                                              | 3497                                                                              | 1585                                                                              | 3401                                                                               | 1870                                                                                | 1560                                                                                | 3456                                                                                | 1870                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 328                                                                               | 755                                                                               | 162                                                                               | 125                                                                               | 589                                                                               | 0                                                                                 | 247                                                                                | 151                                                                                 | 146                                                                                 | 855                                                                                 | 148                                                                                 | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1728                                                                              | 1749                                                                              | 1560                                                                              | 1753                                                                              | 1749                                                                              | 1585                                                                              | 1700                                                                               | 1870                                                                                | 1560                                                                                | 1728                                                                                | 1870                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 9.3                                                                               | 18.9                                                                              | 8.0                                                                               | 7.0                                                                               | 14.5                                                                              | 0.0                                                                               | 7.1                                                                                | 7.8                                                                                 | 9.1                                                                                 | 23.6                                                                                | 6.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 9.3                                                                               | 18.9                                                                              | 8.0                                                                               | 7.0                                                                               | 14.5                                                                              | 0.0                                                                               | 7.1                                                                                | 7.8                                                                                 | 9.1                                                                                 | 23.6                                                                                | 6.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 402                                                                               | 1102                                                                              | 491                                                                               | 154                                                                               | 1002                                                                              |                                                                                   | 317                                                                                | 223                                                                                 | 186                                                                                 | 980                                                                                 | 579                                                                                 |                                                                                     |
| V/C Ratio(X)                 | 0.82                                                                              | 0.69                                                                              | 0.33                                                                              | 0.81                                                                              | 0.59                                                                              |                                                                                   | 0.78                                                                               | 0.68                                                                                | 0.79                                                                                | 0.87                                                                                | 0.26                                                                                |                                                                                     |
| Avail Cap(c_a), veh/h        | 499                                                                               | 1102                                                                              | 491                                                                               | 201                                                                               | 1002                                                                              |                                                                                   | 403                                                                                | 367                                                                                 | 306                                                                                 | 1299                                                                                | 848                                                                                 |                                                                                     |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 43.3                                                                              | 30.0                                                                              | 26.3                                                                              | 44.9                                                                              | 30.7                                                                              | 0.0                                                                               | 44.5                                                                               | 42.3                                                                                | 42.9                                                                                | 34.2                                                                                | 26.0                                                                                | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 8.3                                                                               | 3.5                                                                               | 1.8                                                                               | 17.1                                                                              | 0.9                                                                               | 0.0                                                                               | 7.4                                                                                | 3.6                                                                                 | 7.1                                                                                 | 5.3                                                                                 | 0.2                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 4.4                                                                               | 8.3                                                                               | 3.2                                                                               | 3.8                                                                               | 6.1                                                                               | 0.0                                                                               | 3.3                                                                                | 3.8                                                                                 | 3.9                                                                                 | 10.4                                                                                | 2.7                                                                                 | 0.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 51.6                                                                              | 33.5                                                                              | 28.1                                                                              | 62.0                                                                              | 31.6                                                                              | 0.0                                                                               | 51.8                                                                               | 45.9                                                                                | 50.1                                                                                | 39.5                                                                                | 26.2                                                                                | 0.0                                                                                 |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | E                                                                                 | C                                                                                 |                                                                                   | D                                                                                  | D                                                                                   | D                                                                                   | D                                                                                   | C                                                                                   |                                                                                     |
| Approach Vol, veh/h          | 1245                                                                              |                                                                                   |                                                                                   | 714                                                                               |                                                                                   |                                                                                   | 544                                                                                |                                                                                     |                                                                                     | 1003                                                                                |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 37.6                                                                              |                                                                                   |                                                                                   | 36.9                                                                              |                                                                                   |                                                                                   | 49.7                                                                               |                                                                                     |                                                                                     | 37.6                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                  |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 13.3                                                                              | 37.6                                                                              | 13.8                                                                              | 35.6                                                                              | 16.2                                                                              | 34.7                                                                              | 33.0                                                                               | 16.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 6.0                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 6.0                                                                               | 4.5                                                                                | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 11.5                                                                              | 31.6                                                                              | 11.9                                                                              | 45.5                                                                              | 14.5                                                                              | 28.6                                                                              | 37.7                                                                               | 19.7                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 9.0                                                                               | 20.9                                                                              | 9.1                                                                               | 8.0                                                                               | 11.3                                                                              | 16.5                                                                              | 25.6                                                                               | 11.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.1                                                                               | 4.3                                                                               | 0.2                                                                               | 0.9                                                                               | 0.4                                                                               | 3.2                                                                               | 2.8                                                                                | 0.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

### Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 39.3 |
| HCM 7th LOS                  | D    |

### Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th TWSC  
3: Farm District Road & West Access

02/24/2025

| Intersection              |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |       |                                                                                     |                                                                                     |       |
|---------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------|
| Int Delay, s/veh          | 0.5                                                                               |                                                                                   |       |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |       |                                                                                     |                                                                                     |       |
| Movement                  | EBL                                                                               | EBT                                                                               | EBR   | WBL                                                                               | WBT                                                                               | WBR  | NBL                                                                               | NBT                                                                               | NBR   | SBL                                                                                 | SBT                                                                                 | SBR   |
| Lane Configurations       |  |  |       |  |  |      |  |  |       |  |  |       |
| Traffic Vol, veh/h        | 18                                                                                | 439                                                                               | 0     | 0                                                                                 | 252                                                                               | 2    | 0                                                                                 | 0                                                                                 | 0     | 2                                                                                   | 0                                                                                   | 20    |
| Future Vol, veh/h         | 18                                                                                | 439                                                                               | 0     | 0                                                                                 | 252                                                                               | 2    | 0                                                                                 | 0                                                                                 | 0     | 2                                                                                   | 0                                                                                   | 20    |
| Conflicting Peds, #/hr    | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                   | 0                                                                                   | 0     |
| Sign Control              | Free                                                                              | Free                                                                              | Free  | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop                                                                              | Stop  | Stop                                                                                | Stop                                                                                | Stop  |
| RT Channelized            | -                                                                                 | -                                                                                 | None  | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None  | -                                                                                   | -                                                                                   | None  |
| Storage Length            | 200                                                                               | -                                                                                 | -     | 200                                                                               | -                                                                                 | -    | 0                                                                                 | -                                                                                 | -     | 0                                                                                   | -                                                                                   | -     |
| Veh in Median Storage, #  | -                                                                                 | 0                                                                                 | -     | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -     | -                                                                                   | 0                                                                                   | -     |
| Grade, %                  | -                                                                                 | 0                                                                                 | -     | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -     | -                                                                                   | 0                                                                                   | -     |
| Peak Hour Factor          | 90                                                                                | 90                                                                                | 90    | 90                                                                                | 90                                                                                | 90   | 90                                                                                | 90                                                                                | 90    | 90                                                                                  | 90                                                                                  | 90    |
| Heavy Vehicles, %         | 2                                                                                 | 2                                                                                 | 2     | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2     | 2                                                                                   | 2                                                                                   | 2     |
| Mvmt Flow                 | 20                                                                                | 488                                                                               | 0     | 0                                                                                 | 280                                                                               | 2    | 0                                                                                 | 0                                                                                 | 0     | 2                                                                                   | 0                                                                                   | 22    |
| Major/Minor               | Major1                                                                            |                                                                                   |       | Major2                                                                            |                                                                                   |      | Minor1                                                                            |                                                                                   |       | Minor2                                                                              |                                                                                     |       |
| Conflicting Flow All      | 282                                                                               | 0                                                                                 | 0     | 488                                                                               | 0                                                                                 | 0    | 808                                                                               | 810                                                                               | 488   | 809                                                                                 | 809                                                                                 | 281   |
| Stage 1                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 528                                                                               | 528                                                                               | -     | 281                                                                                 | 281                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 280                                                                               | 282                                                                               | -     | 528                                                                                 | 528                                                                                 | -     |
| Critical Hdwy             | 4.12                                                                              | -                                                                                 | -     | 4.12                                                                              | -                                                                                 | -    | 7.12                                                                              | 6.52                                                                              | 6.22  | 7.12                                                                                | 6.52                                                                                | 6.22  |
| Critical Hdwy Stg 1       | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 6.12                                                                              | 5.52                                                                              | -     | 6.12                                                                                | 5.52                                                                                | -     |
| Critical Hdwy Stg 2       | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 6.12                                                                              | 5.52                                                                              | -     | 6.12                                                                                | 5.52                                                                                | -     |
| Follow-up Hdwy            | 2.218                                                                             | -                                                                                 | -     | 2.218                                                                             | -                                                                                 | -    | 3.518                                                                             | 4.018                                                                             | 3.318 | 3.518                                                                               | 4.018                                                                               | 3.318 |
| Pot Cap-1 Maneuver        | 1280                                                                              | -                                                                                 | -     | 1075                                                                              | -                                                                                 | -    | 299                                                                               | 314                                                                               | 580   | 299                                                                                 | 314                                                                                 | 758   |
| Stage 1                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 534                                                                               | 528                                                                               | -     | 726                                                                                 | 678                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 727                                                                               | 678                                                                               | -     | 534                                                                                 | 528                                                                                 | -     |
| Platoon blocked, %        | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -     | -                                                                                   | -                                                                                   | -     |
| Mov Cap-1 Maneuver        | 1280                                                                              | -                                                                                 | -     | 1075                                                                              | -                                                                                 | -    | 286                                                                               | 309                                                                               | 580   | 294                                                                                 | 309                                                                                 | 758   |
| Mov Cap-2 Maneuver        | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 286                                                                               | 309                                                                               | -     | 294                                                                                 | 309                                                                                 | -     |
| Stage 1                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 526                                                                               | 520                                                                               | -     | 726                                                                                 | 678                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 705                                                                               | 678                                                                               | -     | 526                                                                                 | 520                                                                                 | -     |
| Approach                  | EB                                                                                |                                                                                   |       | WB                                                                                |                                                                                   |      | NB                                                                                |                                                                                   |       | SB                                                                                  |                                                                                     |       |
| HCM Control Delay, s/v    | 0.31                                                                              |                                                                                   |       | 0                                                                                 |                                                                                   |      | 0                                                                                 |                                                                                   |       | 10.57                                                                               |                                                                                     |       |
| HCM LOS                   |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |      | A                                                                                 |                                                                                   |       | B                                                                                   |                                                                                     |       |
| Minor Lane/Major Mvmt     | NBLn1                                                                             | NBLn2                                                                             | EBL   | EBT                                                                               | EBR                                                                               | WBL  | WBT                                                                               | WBR                                                                               | SBLn1 | SBLn2                                                                               |                                                                                     |       |
| Capacity (veh/h)          | -                                                                                 | -                                                                                 | 1280  | -                                                                                 | -                                                                                 | 1075 | -                                                                                 | -                                                                                 | 294   | 758                                                                                 |                                                                                     |       |
| HCM Lane V/C Ratio        | -                                                                                 | -                                                                                 | 0.016 | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | 0.008 | 0.029                                                                               |                                                                                     |       |
| HCM Control Delay (s/veh) | 0                                                                                 | 0                                                                                 | 7.9   | -                                                                                 | -                                                                                 | 0    | -                                                                                 | -                                                                                 | 17.3  | 9.9                                                                                 |                                                                                     |       |
| HCM Lane LOS              | A                                                                                 | A                                                                                 | A     | -                                                                                 | -                                                                                 | A    | -                                                                                 | -                                                                                 | C     | A                                                                                   |                                                                                     |       |
| HCM 95th %tile Q(veh)     | -                                                                                 | -                                                                                 | 0     | -                                                                                 | -                                                                                 | 0    | -                                                                                 | -                                                                                 | 0     | 0.1                                                                                 |                                                                                     |       |

## **Appendix E**

### **Opening Year Plus Project and Future Year Plus Project LOS Calculations**



HCM 7th TWSC  
3: Farm District Road & West Access

02/03/2026

| Intersection              |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |       |                                                                                     |                                                                                     |       |
|---------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------|
| Int Delay, s/veh          | 4.3                                                                               |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |       |                                                                                     |                                                                                     |       |
| Movement                  | EBL                                                                               | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | WBR  | NBL                                                                               | NBT                                                                               | NBR   | SBL                                                                                 | SBT                                                                                 | SBR   |
| Lane Configurations       |  |  |      |  |  |      |  |  |       |  |  |       |
| Traffic Vol, veh/h        | 59                                                                                | 164                                                                               | 0    | 0                                                                                 | 256                                                                               | 14   | 0                                                                                 | 0                                                                                 | 0     | 36                                                                                  | 0                                                                                   | 136   |
| Future Vol, veh/h         | 59                                                                                | 164                                                                               | 0    | 0                                                                                 | 256                                                                               | 14   | 0                                                                                 | 0                                                                                 | 0     | 36                                                                                  | 0                                                                                   | 136   |
| Conflicting Peds, #/hr    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                   | 0                                                                                   | 0     |
| Sign Control              | Free                                                                              | Free                                                                              | Free | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop                                                                              | Stop  | Stop                                                                                | Stop                                                                                | Stop  |
| RT Channelized            | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None  | -                                                                                   | -                                                                                   | None  |
| Storage Length            | 200                                                                               | -                                                                                 | -    | 200                                                                               | -                                                                                 | -    | 0                                                                                 | -                                                                                 | -     | 0                                                                                   | -                                                                                   | -     |
| Veh in Median Storage, #  | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -     | -                                                                                   | 0                                                                                   | -     |
| Grade, %                  | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -     | -                                                                                   | 0                                                                                   | -     |
| Peak Hour Factor          | 72                                                                                | 72                                                                                | 72   | 72                                                                                | 72                                                                                | 72   | 72                                                                                | 72                                                                                | 72    | 72                                                                                  | 72                                                                                  | 72    |
| Heavy Vehicles, %         | 5                                                                                 | 5                                                                                 | 5    | 5                                                                                 | 5                                                                                 | 5    | 5                                                                                 | 5                                                                                 | 5     | 5                                                                                   | 5                                                                                   | 5     |
| Mvmt Flow                 | 82                                                                                | 228                                                                               | 0    | 0                                                                                 | 356                                                                               | 19   | 0                                                                                 | 0                                                                                 | 0     | 50                                                                                  | 0                                                                                   | 189   |
| Major/Minor               | Major1                                                                            |                                                                                   |      | Major2                                                                            |                                                                                   |      | Minor1                                                                            |                                                                                   |       | Minor2                                                                              |                                                                                     |       |
| Conflicting Flow All      | 375                                                                               | 0                                                                                 | 0    | 228                                                                               | 0                                                                                 | 0    | 747                                                                               | 767                                                                               | 228   | 757                                                                                 | 757                                                                                 | 365   |
| Stage 1                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 392                                                                               | 392                                                                               | -     | 365                                                                                 | 365                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 356                                                                               | 375                                                                               | -     | 392                                                                                 | 392                                                                                 | -     |
| Critical Hdwy             | 4.15                                                                              | -                                                                                 | -    | 4.15                                                                              | -                                                                                 | -    | 7.15                                                                              | 6.55                                                                              | 6.25  | 7.15                                                                                | 6.55                                                                                | 6.25  |
| Critical Hdwy Stg 1       | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 6.15                                                                              | 5.55                                                                              | -     | 6.15                                                                                | 5.55                                                                                | -     |
| Critical Hdwy Stg 2       | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 6.15                                                                              | 5.55                                                                              | -     | 6.15                                                                                | 5.55                                                                                | -     |
| Follow-up Hdwy            | 2.245                                                                             | -                                                                                 | -    | 2.245                                                                             | -                                                                                 | -    | 3.545                                                                             | 4.045                                                                             | 3.345 | 3.545                                                                               | 4.045                                                                               | 3.345 |
| Pot Cap-1 Maneuver        | 1167                                                                              | -                                                                                 | -    | 1323                                                                              | -                                                                                 | -    | 325                                                                               | 329                                                                               | 804   | 320                                                                                 | 333                                                                                 | 673   |
| Stage 1                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 627                                                                               | 601                                                                               | -     | 648                                                                                 | 618                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 656                                                                               | 612                                                                               | -     | 627                                                                                 | 601                                                                                 | -     |
| Platoon blocked, %        | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -     | -                                                                                   | -                                                                                   | -     |
| Mov Cap-1 Maneuver        | 1167                                                                              | -                                                                                 | -    | 1323                                                                              | -                                                                                 | -    | 218                                                                               | 306                                                                               | 804   | 298                                                                                 | 310                                                                                 | 673   |
| Mov Cap-2 Maneuver        | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 218                                                                               | 306                                                                               | -     | 298                                                                                 | 310                                                                                 | -     |
| Stage 1                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 583                                                                               | 559                                                                               | -     | 648                                                                                 | 618                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 472                                                                               | 612                                                                               | -     | 583                                                                                 | 559                                                                                 | -     |
| Approach                  | EB                                                                                |                                                                                   |      | WB                                                                                |                                                                                   |      | NB                                                                                |                                                                                   |       | SB                                                                                  |                                                                                     |       |
| HCM Control Delay, s/v    | 2.2                                                                               |                                                                                   |      | 0                                                                                 |                                                                                   |      | 0                                                                                 |                                                                                   |       | 13.9                                                                                |                                                                                     |       |
| HCM LOS                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      | A                                                                                 |                                                                                   |       | B                                                                                   |                                                                                     |       |
| Minor Lane/Major Mvmt     | NBLn1 NBLn2                                                                       |                                                                                   | EBL  | EBT                                                                               | EBR                                                                               | WBL  | WBT                                                                               | WBR                                                                               | SBLn1 | SBLn2                                                                               |                                                                                     |       |
| Capacity (veh/h)          | -                                                                                 | -                                                                                 | 1167 | -                                                                                 | -                                                                                 | 1323 | -                                                                                 | -                                                                                 | 298   | 673                                                                                 |                                                                                     |       |
| HCM Lane V/C Ratio        | -                                                                                 | -                                                                                 | 0.07 | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | 0.168 | 0.281                                                                               |                                                                                     |       |
| HCM Control Delay (s/veh) | 0                                                                                 | 0                                                                                 | 8.3  | -                                                                                 | -                                                                                 | 0    | -                                                                                 | -                                                                                 | 19.5  | 12.4                                                                                |                                                                                     |       |
| HCM Lane LOS              | A                                                                                 | A                                                                                 | A    | -                                                                                 | -                                                                                 | A    | -                                                                                 | -                                                                                 | C     | B                                                                                   |                                                                                     |       |
| HCM 95th %tile Q(veh)     | -                                                                                 | -                                                                                 | 0.2  | -                                                                                 | -                                                                                 | 0    | -                                                                                 | -                                                                                 | 0.6   | 1.1                                                                                 |                                                                                     |       |

HCM 7th TWSC  
4: East Access & Farm District Road

02/03/2026

| Intersection              |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |       |
|---------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh          | 0.9                                                                               |      |                                                                                   |                                                                                   |                                                                                   |       |
| Movement                  | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR   |
| Lane Configurations       |  |      |  |  |  |       |
| Traffic Vol, veh/h        | 190                                                                               | 10   | 2                                                                                 | 241                                                                               | 29                                                                                | 7     |
| Future Vol, veh/h         | 190                                                                               | 10   | 2                                                                                 | 241                                                                               | 29                                                                                | 7     |
| Conflicting Peds, #/hr    | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0     |
| Sign Control              | Free                                                                              | Free | Free                                                                              | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized            | -                                                                                 | None | -                                                                                 | None                                                                              | -                                                                                 | None  |
| Storage Length            | -                                                                                 | -    | 0                                                                                 | -                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, #  | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | 0                                                                                 | -     |
| Grade, %                  | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor          | 72                                                                                | 72   | 72                                                                                | 72                                                                                | 72                                                                                | 72    |
| Heavy Vehicles, %         | 5                                                                                 | 5    | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5     |
| Mvmt Flow                 | 264                                                                               | 14   | 3                                                                                 | 335                                                                               | 40                                                                                | 10    |
|                           |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |       |
| Major/Minor               | Major1                                                                            |      | Major2                                                                            |                                                                                   | Minor1                                                                            |       |
| Conflicting Flow All      | 0                                                                                 | 0    | 278                                                                               | 0                                                                                 | 611                                                                               | 271   |
| Stage 1                   | -                                                                                 | -    | -                                                                                 | -                                                                                 | 271                                                                               | -     |
| Stage 2                   | -                                                                                 | -    | -                                                                                 | -                                                                                 | 340                                                                               | -     |
| Critical Hdwy             | -                                                                                 | -    | 4.15                                                                              | -                                                                                 | 6.45                                                                              | 6.25  |
| Critical Hdwy Stg 1       | -                                                                                 | -    | -                                                                                 | -                                                                                 | 5.45                                                                              | -     |
| Critical Hdwy Stg 2       | -                                                                                 | -    | -                                                                                 | -                                                                                 | 5.45                                                                              | -     |
| Follow-up Hdwy            | -                                                                                 | -    | 2.245                                                                             | -                                                                                 | 3.545                                                                             | 3.345 |
| Pot Cap-1 Maneuver        | -                                                                                 | -    | 1268                                                                              | -                                                                                 | 452                                                                               | 761   |
| Stage 1                   | -                                                                                 | -    | -                                                                                 | -                                                                                 | 768                                                                               | -     |
| Stage 2                   | -                                                                                 | -    | -                                                                                 | -                                                                                 | 714                                                                               | -     |
| Platoon blocked, %        | -                                                                                 | -    |                                                                                   | -                                                                                 |                                                                                   |       |
| Mov Cap-1 Maneuver        | -                                                                                 | -    | 1268                                                                              | -                                                                                 | 451                                                                               | 761   |
| Mov Cap-2 Maneuver        | -                                                                                 | -    | -                                                                                 | -                                                                                 | 542                                                                               | -     |
| Stage 1                   | -                                                                                 | -    | -                                                                                 | -                                                                                 | 768                                                                               | -     |
| Stage 2                   | -                                                                                 | -    | -                                                                                 | -                                                                                 | 712                                                                               | -     |
|                           |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |       |
| Approach                  | EB                                                                                |      | WB                                                                                |                                                                                   | NB                                                                                |       |
| HCM Control Delay, s/v    | 0                                                                                 |      | 0.06                                                                              |                                                                                   | 11.86                                                                             |       |
| HCM LOS                   | B                                                                                 |      |                                                                                   |                                                                                   |                                                                                   |       |
|                           |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |       |
| Minor Lane/Major Mvmt     | NBLn1                                                                             | EBT  | EBR                                                                               | WBL                                                                               | WBT                                                                               |       |
| Capacity (veh/h)          | 575                                                                               | -    | -                                                                                 | 1268                                                                              | -                                                                                 |       |
| HCM Lane V/C Ratio        | 0.087                                                                             | -    | -                                                                                 | 0.002                                                                             | -                                                                                 |       |
| HCM Control Delay (s/veh) | 11.9                                                                              | -    | -                                                                                 | 7.8                                                                               | -                                                                                 |       |
| HCM Lane LOS              | B                                                                                 | -    | -                                                                                 | A                                                                                 | -                                                                                 |       |
| HCM 95th %tile Q(veh)     | 0.3                                                                               | -    | -                                                                                 | 0                                                                                 | -                                                                                 |       |

| Intersection              |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |       |                                                                                     |                                                                                     |       |
|---------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------|
| Int Delay, s/veh          | 3.2                                                                               |                                                                                   |       |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |       |                                                                                     |                                                                                     |       |
| Movement                  | EBL                                                                               | EBT                                                                               | EBR   | WBL                                                                               | WBT                                                                               | WBR  | NBL                                                                               | NBT                                                                               | NBR   | SBL                                                                                 | SBT                                                                                 | SBR   |
| Lane Configurations       |  |  |       |  |  |      |  |  |       |  |  |       |
| Traffic Vol, veh/h        | 150                                                                               | 337                                                                               | 0     | 0                                                                                 | 193                                                                               | 36   | 0                                                                                 | 0                                                                                 | 0     | 21                                                                                  | 0                                                                                   | 95    |
| Future Vol, veh/h         | 150                                                                               | 337                                                                               | 0     | 0                                                                                 | 193                                                                               | 36   | 0                                                                                 | 0                                                                                 | 0     | 21                                                                                  | 0                                                                                   | 95    |
| Conflicting Peds, #/hr    | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                   | 0                                                                                   | 0     |
| Sign Control              | Free                                                                              | Free                                                                              | Free  | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop                                                                              | Stop  | Stop                                                                                | Stop                                                                                | Stop  |
| RT Channelized            | -                                                                                 | -                                                                                 | None  | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None  | -                                                                                   | -                                                                                   | None  |
| Storage Length            | 200                                                                               | -                                                                                 | -     | 200                                                                               | -                                                                                 | -    | 0                                                                                 | -                                                                                 | -     | 0                                                                                   | -                                                                                   | -     |
| Veh in Median Storage, #  | -                                                                                 | 0                                                                                 | -     | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -     | -                                                                                   | 0                                                                                   | -     |
| Grade, %                  | -                                                                                 | 0                                                                                 | -     | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -     | -                                                                                   | 0                                                                                   | -     |
| Peak Hour Factor          | 90                                                                                | 90                                                                                | 90    | 90                                                                                | 90                                                                                | 90   | 90                                                                                | 90                                                                                | 90    | 90                                                                                  | 90                                                                                  | 90    |
| Heavy Vehicles, %         | 2                                                                                 | 2                                                                                 | 2     | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2     | 2                                                                                   | 2                                                                                   | 2     |
| Mvmt Flow                 | 167                                                                               | 374                                                                               | 0     | 0                                                                                 | 214                                                                               | 40   | 0                                                                                 | 0                                                                                 | 0     | 23                                                                                  | 0                                                                                   | 106   |
| Major/Minor               | Major1                                                                            |                                                                                   |       | Major2                                                                            |                                                                                   |      | Minor1                                                                            |                                                                                   |       | Minor2                                                                              |                                                                                     |       |
| Conflicting Flow All      | 254                                                                               | 0                                                                                 | 0     | 374                                                                               | 0                                                                                 | 0    | 922                                                                               | 962                                                                               | 374   | 942                                                                                 | 942                                                                                 | 234   |
| Stage 1                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 708                                                                               | 708                                                                               | -     | 234                                                                                 | 234                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 214                                                                               | 254                                                                               | -     | 708                                                                                 | 708                                                                                 | -     |
| Critical Hdwy             | 4.12                                                                              | -                                                                                 | -     | 4.12                                                                              | -                                                                                 | -    | 7.12                                                                              | 6.52                                                                              | 6.22  | 7.12                                                                                | 6.52                                                                                | 6.22  |
| Critical Hdwy Stg 1       | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 6.12                                                                              | 5.52                                                                              | -     | 6.12                                                                                | 5.52                                                                                | -     |
| Critical Hdwy Stg 2       | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 6.12                                                                              | 5.52                                                                              | -     | 6.12                                                                                | 5.52                                                                                | -     |
| Follow-up Hdwy            | 2.218                                                                             | -                                                                                 | -     | 2.218                                                                             | -                                                                                 | -    | 3.518                                                                             | 4.018                                                                             | 3.318 | 3.518                                                                               | 4.018                                                                               | 3.318 |
| Pot Cap-1 Maneuver        | 1311                                                                              | -                                                                                 | -     | 1184                                                                              | -                                                                                 | -    | 251                                                                               | 256                                                                               | 672   | 243                                                                                 | 263                                                                                 | 805   |
| Stage 1                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 426                                                                               | 438                                                                               | -     | 769                                                                                 | 711                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 788                                                                               | 697                                                                               | -     | 426                                                                                 | 438                                                                                 | -     |
| Platoon blocked, %        | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -     | -                                                                                   | -                                                                                   | -     |
| Mov Cap-1 Maneuver        | 1311                                                                              | -                                                                                 | -     | 1184                                                                              | -                                                                                 | -    | 190                                                                               | 223                                                                               | 672   | 212                                                                                 | 229                                                                                 | 805   |
| Mov Cap-2 Maneuver        | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 190                                                                               | 223                                                                               | -     | 212                                                                                 | 229                                                                                 | -     |
| Stage 1                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 371                                                                               | 382                                                                               | -     | 769                                                                                 | 711                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 684                                                                               | 697                                                                               | -     | 371                                                                                 | 382                                                                                 | -     |
| Approach                  | EB                                                                                |                                                                                   |       | WB                                                                                |                                                                                   |      | NB                                                                                |                                                                                   |       | SB                                                                                  |                                                                                     |       |
| HCM Control Delay, s/v    | 2.51                                                                              |                                                                                   |       | 0                                                                                 |                                                                                   |      | 0                                                                                 |                                                                                   |       | 12.67                                                                               |                                                                                     |       |
| HCM LOS                   |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |      | A                                                                                 |                                                                                   |       | B                                                                                   |                                                                                     |       |
| Minor Lane/Major Mvmt     | NBLn1                                                                             | NBLn2                                                                             | EBL   | EBT                                                                               | EBR                                                                               | WBL  | WBT                                                                               | WBR                                                                               | SBLn1 | SBLn2                                                                               |                                                                                     |       |
| Capacity (veh/h)          | -                                                                                 | -                                                                                 | 1311  | -                                                                                 | -                                                                                 | 1184 | -                                                                                 | -                                                                                 | 212   | 805                                                                                 |                                                                                     |       |
| HCM Lane V/C Ratio        | -                                                                                 | -                                                                                 | 0.127 | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | 0.11  | 0.131                                                                               |                                                                                     |       |
| HCM Control Delay (s/veh) | 0                                                                                 | 0                                                                                 | 8.1   | -                                                                                 | -                                                                                 | 0    | -                                                                                 | -                                                                                 | 24.1  | 10.1                                                                                |                                                                                     |       |
| HCM Lane LOS              | A                                                                                 | A                                                                                 | A     | -                                                                                 | -                                                                                 | A    | -                                                                                 | -                                                                                 | C     | B                                                                                   |                                                                                     |       |
| HCM 95th %tile Q(veh)     | -                                                                                 | -                                                                                 | 0.4   | -                                                                                 | -                                                                                 | 0    | -                                                                                 | -                                                                                 | 0.4   | 0.5                                                                                 |                                                                                     |       |

HCM 7th TWSC  
4: East Access & Farm District Road

02/03/2026

| Intersection              |                                                                                   |        |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
|---------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| Int Delay, s/veh          | 0.6                                                                               |        |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Movement                  | EBT                                                                               | EBR    | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                                |
| Lane Configurations       |  |        |  |  |  |  |
| Traffic Vol, veh/h        | 326                                                                               | 32     | 8                                                                                 | 210                                                                               | 19                                                                                | 5                                                                                  |
| Future Vol, veh/h         | 326                                                                               | 32     | 8                                                                                 | 210                                                                               | 19                                                                                | 5                                                                                  |
| Conflicting Peds, #/hr    | 0                                                                                 | 0      | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  |
| Sign Control              | Free                                                                              | Free   | Free                                                                              | Free                                                                              | Stop                                                                              | Stop                                                                               |
| RT Channelized            | -                                                                                 | None   | -                                                                                 | None                                                                              | -                                                                                 | None                                                                               |
| Storage Length            | -                                                                                 | -      | 0                                                                                 | -                                                                                 | 0                                                                                 | -                                                                                  |
| Veh in Median Storage, #  | 0                                                                                 | -      | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                  |
| Grade, %                  | 0                                                                                 | -      | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                  |
| Peak Hour Factor          | 90                                                                                | 90     | 90                                                                                | 90                                                                                | 90                                                                                | 90                                                                                 |
| Heavy Vehicles, %         | 2                                                                                 | 2      | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  |
| Mvmt Flow                 | 362                                                                               | 36     | 9                                                                                 | 233                                                                               | 21                                                                                | 6                                                                                  |
|                           |                                                                                   |        |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Major/Minor               | Major1                                                                            | Major2 |                                                                                   | Minor1                                                                            |                                                                                   |                                                                                    |
| Conflicting Flow All      | 0                                                                                 | 0      | 398                                                                               | 0                                                                                 | 631                                                                               | 380                                                                                |
| Stage 1                   | -                                                                                 | -      | -                                                                                 | -                                                                                 | 380                                                                               | -                                                                                  |
| Stage 2                   | -                                                                                 | -      | -                                                                                 | -                                                                                 | 251                                                                               | -                                                                                  |
| Critical Hdwy             | -                                                                                 | -      | 4.12                                                                              | -                                                                                 | 6.42                                                                              | 6.22                                                                               |
| Critical Hdwy Stg 1       | -                                                                                 | -      | -                                                                                 | -                                                                                 | 5.42                                                                              | -                                                                                  |
| Critical Hdwy Stg 2       | -                                                                                 | -      | -                                                                                 | -                                                                                 | 5.42                                                                              | -                                                                                  |
| Follow-up Hdwy            | -                                                                                 | -      | 2.218                                                                             | -                                                                                 | 3.518                                                                             | 3.318                                                                              |
| Pot Cap-1 Maneuver        | -                                                                                 | -      | 1161                                                                              | -                                                                                 | 445                                                                               | 667                                                                                |
| Stage 1                   | -                                                                                 | -      | -                                                                                 | -                                                                                 | 691                                                                               | -                                                                                  |
| Stage 2                   | -                                                                                 | -      | -                                                                                 | -                                                                                 | 791                                                                               | -                                                                                  |
| Platoon blocked, %        | -                                                                                 | -      |                                                                                   | -                                                                                 |                                                                                   |                                                                                    |
| Mov Cap-1 Maneuver        | -                                                                                 | -      | 1161                                                                              | -                                                                                 | 442                                                                               | 667                                                                                |
| Mov Cap-2 Maneuver        | -                                                                                 | -      | -                                                                                 | -                                                                                 | 535                                                                               | -                                                                                  |
| Stage 1                   | -                                                                                 | -      | -                                                                                 | -                                                                                 | 691                                                                               | -                                                                                  |
| Stage 2                   | -                                                                                 | -      | -                                                                                 | -                                                                                 | 785                                                                               | -                                                                                  |
|                           |                                                                                   |        |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Approach                  | EB                                                                                | WB     |                                                                                   | NB                                                                                |                                                                                   |                                                                                    |
| HCM Control Delay, s/v    | 0                                                                                 | 0.3    |                                                                                   | 11.78                                                                             |                                                                                   |                                                                                    |
| HCM LOS                   | B                                                                                 |        |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
|                           |                                                                                   |        |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Minor Lane/Major Mvmt     | NBLn1                                                                             | EBT    | EBR                                                                               | WBL                                                                               | WBT                                                                               |                                                                                    |
| Capacity (veh/h)          | 558                                                                               | -      | -                                                                                 | 1161                                                                              | -                                                                                 |                                                                                    |
| HCM Lane V/C Ratio        | 0.048                                                                             | -      | -                                                                                 | 0.008                                                                             | -                                                                                 |                                                                                    |
| HCM Control Delay (s/veh) | 11.8                                                                              | -      | -                                                                                 | 8.1                                                                               | -                                                                                 |                                                                                    |
| HCM Lane LOS              | B                                                                                 | -      | -                                                                                 | A                                                                                 | -                                                                                 |                                                                                    |
| HCM 95th %tile Q(veh)     | 0.2                                                                               | -      | -                                                                                 | 0                                                                                 | -                                                                                 |                                                                                    |

# HCM 7th Signalized Intersection Summary

## 1: Nevada Pacific Parkway & US50A

03/06/2025

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 263                                                                               | 352                                                                               | 110                                                                               | 90                                                                                | 503                                                                               | 415                                                                               | 235                                                                                | 129                                                                                 | 91                                                                                  | 216                                                                                 | 64                                                                                  | 94                                                                                  |
| Future Volume (veh/h)        | 263                                                                               | 352                                                                               | 110                                                                               | 90                                                                                | 503                                                                               | 415                                                                               | 235                                                                                | 129                                                                                 | 91                                                                                  | 216                                                                                 | 64                                                                                  | 94                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1781                                                                              | 1781                                                                              | 1781                                                                              | 1781                                                                              | 1870                                                                              | 1781                                                                               | 1870                                                                                | 1781                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 296                                                                               | 409                                                                               | 128                                                                               | 105                                                                               | 585                                                                               | 0                                                                                 | 273                                                                                | 145                                                                                 | 106                                                                                 | 243                                                                                 | 72                                                                                  | 0                                                                                   |
| Peak Hour Factor             | 0.89                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.89                                                                              | 0.86                                                                               | 0.89                                                                                | 0.86                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 8                                                                                 | 8                                                                                 | 8                                                                                 | 8                                                                                 | 2                                                                                 | 8                                                                                  | 2                                                                                   | 8                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 399                                                                               | 1652                                                                              | 737                                                                               | 134                                                                               | 1529                                                                              |                                                                                   | 368                                                                                | 204                                                                                 | 164                                                                                 | 336                                                                                 | 177                                                                                 |                                                                                     |
| Arrive On Green              | 0.12                                                                              | 0.49                                                                              | 0.49                                                                              | 0.08                                                                              | 0.45                                                                              | 0.00                                                                              | 0.11                                                                               | 0.11                                                                                | 0.11                                                                                | 0.10                                                                                | 0.09                                                                                | 0.00                                                                                |
| Sat Flow, veh/h              | 3456                                                                              | 3385                                                                              | 1510                                                                              | 1697                                                                              | 3385                                                                              | 1585                                                                              | 3291                                                                               | 1870                                                                                | 1510                                                                                | 3456                                                                                | 1870                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 296                                                                               | 409                                                                               | 128                                                                               | 105                                                                               | 585                                                                               | 0                                                                                 | 273                                                                                | 145                                                                                 | 106                                                                                 | 243                                                                                 | 72                                                                                  | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1728                                                                              | 1692                                                                              | 1510                                                                              | 1697                                                                              | 1692                                                                              | 1585                                                                              | 1646                                                                               | 1870                                                                                | 1510                                                                                | 1728                                                                                | 1870                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 7.1                                                                               | 6.1                                                                               | 4.1                                                                               | 5.2                                                                               | 9.9                                                                               | 0.0                                                                               | 6.9                                                                                | 6.4                                                                                 | 5.8                                                                                 | 5.9                                                                                 | 3.1                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 7.1                                                                               | 6.1                                                                               | 4.1                                                                               | 5.2                                                                               | 9.9                                                                               | 0.0                                                                               | 6.9                                                                                | 6.4                                                                                 | 5.8                                                                                 | 5.9                                                                                 | 3.1                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 399                                                                               | 1652                                                                              | 737                                                                               | 134                                                                               | 1529                                                                              |                                                                                   | 368                                                                                | 204                                                                                 | 164                                                                                 | 336                                                                                 | 177                                                                                 |                                                                                     |
| V/C Ratio(X)                 | 0.74                                                                              | 0.25                                                                              | 0.17                                                                              | 0.78                                                                              | 0.38                                                                              |                                                                                   | 0.74                                                                               | 0.71                                                                                | 0.64                                                                                | 0.72                                                                                | 0.41                                                                                |                                                                                     |
| Avail Cap(c_a), veh/h        | 863                                                                               | 1652                                                                              | 737                                                                               | 384                                                                               | 1573                                                                              |                                                                                   | 784                                                                                | 489                                                                                 | 395                                                                                 | 663                                                                                 | 402                                                                                 |                                                                                     |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 36.8                                                                              | 12.8                                                                              | 12.3                                                                              | 38.9                                                                              | 15.6                                                                              | 0.0                                                                               | 37.0                                                                               | 37.0                                                                                | 36.7                                                                                | 37.7                                                                                | 36.7                                                                                | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 2.7                                                                               | 0.4                                                                               | 0.5                                                                               | 9.5                                                                               | 0.2                                                                               | 0.0                                                                               | 3.0                                                                                | 4.6                                                                                 | 4.2                                                                                 | 2.9                                                                                 | 1.5                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 3.1                                                                               | 2.3                                                                               | 1.4                                                                               | 2.5                                                                               | 3.6                                                                               | 0.0                                                                               | 2.9                                                                                | 3.1                                                                                 | 2.3                                                                                 | 2.6                                                                                 | 1.5                                                                                 | 0.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 39.5                                                                              | 13.2                                                                              | 12.8                                                                              | 48.4                                                                              | 15.8                                                                              | 0.0                                                                               | 40.0                                                                               | 41.6                                                                                | 40.9                                                                                | 40.7                                                                                | 38.2                                                                                | 0.0                                                                                 |
| LnGrp LOS                    | D                                                                                 | B                                                                                 | B                                                                                 | D                                                                                 | B                                                                                 |                                                                                   | D                                                                                  | D                                                                                   | D                                                                                   | D                                                                                   | D                                                                                   |                                                                                     |
| Approach Vol, veh/h          | 833                                                                               |                                                                                   |                                                                                   | 690                                                                               |                                                                                   |                                                                                   | 524                                                                                |                                                                                     |                                                                                     | 315                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 22.5                                                                              |                                                                                   |                                                                                   | 20.8                                                                              |                                                                                   |                                                                                   | 40.6                                                                               |                                                                                     |                                                                                     | 40.1                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                  |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 11.3                                                                              | 48.0                                                                              | 14.1                                                                              | 12.6                                                                              | 14.4                                                                              | 44.9                                                                              | 12.9                                                                               | 13.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 6.0                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 6.0                                                                               | 4.5                                                                                | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 19.5                                                                              | 42.0                                                                              | 20.5                                                                              | 18.5                                                                              | 21.5                                                                              | 40.0                                                                              | 16.5                                                                               | 22.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 7.2                                                                               | 8.1                                                                               | 8.9                                                                               | 5.1                                                                               | 9.1                                                                               | 11.9                                                                              | 7.9                                                                                | 8.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.2                                                                               | 3.4                                                                               | 0.7                                                                               | 0.2                                                                               | 0.8                                                                               | 4.3                                                                               | 0.5                                                                                | 0.9                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

### Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 28.4 |
| HCM 7th LOS                  | C    |

### Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection              |        |        |        |      |       |      |
|---------------------------|--------|--------|--------|------|-------|------|
| Int Delay, s/veh          | 12     |        |        |      |       |      |
| Movement                  | EBT    | EBR    | WBL    | WBT  | NBL   | NBR  |
| Lane Configurations       | ↑↑     | ↑      | ↑      | ↑↑   | ↑     | ↑    |
| Traffic Vol, veh/h        | 576    | 82     | 16     | 0    | 238   | 46   |
| Future Vol, veh/h         | 576    | 82     | 16     | 0    | 238   | 46   |
| Conflicting Peds, #/hr    | 0      | 0      | 0      | 0    | 0     | 0    |
| Sign Control              | Free   | Free   | Free   | Free | Stop  | Stop |
| RT Channelized            | -      | None   | -      | None | -     | None |
| Storage Length            | -      | 300    | 700    | -    | 0     | 0    |
| Veh in Median Storage, #  | 0      | -      | -      | 0    | 0     | -    |
| Grade, %                  | 0      | -      | -      | 0    | 0     | -    |
| Peak Hour Factor          | 86     | 86     | 86     | 86   | 86    | 86   |
| Heavy Vehicles, %         | 8      | 8      | 8      | 8    | 8     | 8    |
| Mvmt Flow                 | 670    | 95     | 19     | 0    | 277   | 53   |
|                           |        |        |        |      |       |      |
| Major/Minor               | Major1 | Major2 | Minor1 |      |       |      |
| Conflicting Flow All      | 0      | 0      | 765    | 0    | 707   | 335  |
| Stage 1                   | -      | -      | -      | -    | 670   | -    |
| Stage 2                   | -      | -      | -      | -    | 37    | -    |
| Critical Hdwy             | -      | -      | 4.26   | -    | 6.96  | 7.06 |
| Critical Hdwy Stg 1       | -      | -      | -      | -    | 5.96  | -    |
| Critical Hdwy Stg 2       | -      | -      | -      | -    | 5.96  | -    |
| Follow-up Hdwy            | -      | -      | 2.28   | -    | 3.58  | 3.38 |
| Pot Cap-1 Maneuver        | -      | -      | 806    | -    | 357   | 644  |
| Stage 1                   | -      | -      | -      | -    | 454   | -    |
| Stage 2                   | -      | -      | -      | -    | 963   | -    |
| Platoon blocked, %        | -      | -      |        | -    |       |      |
| Mov Cap-1 Maneuver        | -      | -      | 806    | -    | 349   | 644  |
| Mov Cap-2 Maneuver        | -      | -      | -      | -    | 349   | -    |
| Stage 1                   | -      | -      | -      | -    | 454   | -    |
| Stage 2                   | -      | -      | -      | -    | 941   | -    |
|                           |        |        |        |      |       |      |
|                           |        |        |        |      |       |      |
| Approach                  | EB     | WB     | NB     |      |       |      |
| HCM Control Delay, s/v    | 0      | 9.57   | 39.79  |      |       |      |
| HCM LOS                   | E      |        |        |      |       |      |
|                           |        |        |        |      |       |      |
|                           |        |        |        |      |       |      |
| Minor Lane/Major Mvmt     | NBLn1  | NBLn2  | EBT    | EBR  | WBL   | WBT  |
| Capacity (veh/h)          | 349    | 644    | -      | -    | 806   | -    |
| HCM Lane V/C Ratio        | 0.794  | 0.083  | -      | -    | 0.023 | -    |
| HCM Control Delay (s/veh) | 45.3   | 11.1   | -      | -    | 9.6   | -    |
| HCM Lane LOS              | E      | B      | -      | -    | A     | -    |
| HCM 95th %tile Q(veh)     | 6.6    | 0.3    | -      | -    | 0.1   | -    |

| Intersection              |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |       |                                                                                     |                                                                                     |       |
|---------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------|
| Int Delay, s/veh          | 6.6                                                                               |                                                                                   |       |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |       |                                                                                     |                                                                                     |       |
| Movement                  | EBL                                                                               | EBT                                                                               | EBR   | WBL                                                                               | WBT                                                                               | WBR   | NBL                                                                               | NBT                                                                               | NBR   | SBL                                                                                 | SBT                                                                                 | SBR   |
| Lane Configurations       |  |  |       |  |  |       |  |  |       |  |  |       |
| Traffic Vol, veh/h        | 104                                                                               | 90                                                                                | 4     | 2                                                                                 | 239                                                                               | 68    | 12                                                                                | 41                                                                                | 6     | 28                                                                                  | 27                                                                                  | 73    |
| Future Vol, veh/h         | 104                                                                               | 90                                                                                | 4     | 2                                                                                 | 239                                                                               | 68    | 12                                                                                | 41                                                                                | 6     | 28                                                                                  | 27                                                                                  | 73    |
| Conflicting Peds, #/hr    | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                   | 0                                                                                   | 0     |
| Sign Control              | Free                                                                              | Free                                                                              | Free  | Free                                                                              | Free                                                                              | Free  | Stop                                                                              | Stop                                                                              | Stop  | Stop                                                                                | Stop                                                                                | Stop  |
| RT Channelized            | -                                                                                 | -                                                                                 | None  | -                                                                                 | -                                                                                 | None  | -                                                                                 | -                                                                                 | None  | -                                                                                   | -                                                                                   | None  |
| Storage Length            | 200                                                                               | -                                                                                 | -     | 200                                                                               | -                                                                                 | -     | 0                                                                                 | -                                                                                 | -     | 0                                                                                   | -                                                                                   | -     |
| Veh in Median Storage, #  | -                                                                                 | 0                                                                                 | -     | -                                                                                 | 0                                                                                 | -     | -                                                                                 | 0                                                                                 | -     | -                                                                                   | 0                                                                                   | -     |
| Grade, %                  | -                                                                                 | 0                                                                                 | -     | -                                                                                 | 0                                                                                 | -     | -                                                                                 | 0                                                                                 | -     | -                                                                                   | 0                                                                                   | -     |
| Peak Hour Factor          | 72                                                                                | 72                                                                                | 72    | 72                                                                                | 72                                                                                | 72    | 72                                                                                | 72                                                                                | 72    | 72                                                                                  | 72                                                                                  | 72    |
| Heavy Vehicles, %         | 5                                                                                 | 5                                                                                 | 5     | 5                                                                                 | 5                                                                                 | 5     | 5                                                                                 | 5                                                                                 | 5     | 5                                                                                   | 5                                                                                   | 5     |
| Mvmt Flow                 | 144                                                                               | 125                                                                               | 6     | 3                                                                                 | 332                                                                               | 94    | 17                                                                                | 57                                                                                | 8     | 39                                                                                  | 38                                                                                  | 101   |
| Major/Minor               | Major1                                                                            |                                                                                   |       | Major2                                                                            |                                                                                   |       | Minor1                                                                            |                                                                                   |       | Minor2                                                                              |                                                                                     |       |
| Conflicting Flow All      | 426                                                                               | 0                                                                                 | 0     | 131                                                                               | 0                                                                                 | 0     | 773                                                                               | 849                                                                               | 128   | 827                                                                                 | 804                                                                                 | 379   |
| Stage 1                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -     | 417                                                                               | 417                                                                               | -     | 385                                                                                 | 385                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -     | 356                                                                               | 432                                                                               | -     | 442                                                                                 | 419                                                                                 | -     |
| Critical Hdwy             | 4.15                                                                              | -                                                                                 | -     | 4.15                                                                              | -                                                                                 | -     | 7.15                                                                              | 6.55                                                                              | 6.25  | 7.15                                                                                | 6.55                                                                                | 6.25  |
| Critical Hdwy Stg 1       | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -     | 6.15                                                                              | 5.55                                                                              | -     | 6.15                                                                                | 5.55                                                                                | -     |
| Critical Hdwy Stg 2       | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -     | 6.15                                                                              | 5.55                                                                              | -     | 6.15                                                                                | 5.55                                                                                | -     |
| Follow-up Hdwy            | 2.245                                                                             | -                                                                                 | -     | 2.245                                                                             | -                                                                                 | -     | 3.545                                                                             | 4.045                                                                             | 3.345 | 3.545                                                                               | 4.045                                                                               | 3.345 |
| Pot Cap-1 Maneuver        | 1117                                                                              | -                                                                                 | -     | 1436                                                                              | -                                                                                 | -     | 312                                                                               | 295                                                                               | 914   | 287                                                                                 | 313                                                                                 | 661   |
| Stage 1                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -     | 608                                                                               | 586                                                                               | -     | 632                                                                                 | 606                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -     | 655                                                                               | 577                                                                               | -     | 588                                                                                 | 585                                                                                 | -     |
| Platoon blocked, %        | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -     | -                                                                                   | -                                                                                   | -     |
| Mov Cap-1 Maneuver        | 1117                                                                              | -                                                                                 | -     | 1436                                                                              | -                                                                                 | -     | 202                                                                               | 256                                                                               | 914   | 198                                                                                 | 272                                                                                 | 661   |
| Mov Cap-2 Maneuver        | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -     | 202                                                                               | 256                                                                               | -     | 198                                                                                 | 272                                                                                 | -     |
| Stage 1                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -     | 529                                                                               | 510                                                                               | -     | 631                                                                                 | 605                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -     | 519                                                                               | 576                                                                               | -     | 451                                                                                 | 509                                                                                 | -     |
| Approach                  | EB                                                                                |                                                                                   |       | WB                                                                                |                                                                                   |       | NB                                                                                |                                                                                   |       | SB                                                                                  |                                                                                     |       |
| HCM Control Delay, s/v    | 4.57                                                                              |                                                                                   |       | 0.05                                                                              |                                                                                   |       | 22.14                                                                             |                                                                                   |       | 18.23                                                                               |                                                                                     |       |
| HCM LOS                   |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |       | C                                                                                 |                                                                                   |       | C                                                                                   |                                                                                     |       |
| Minor Lane/Major Mvmt     | NBLn1 NBLn2                                                                       |                                                                                   | EBL   | EBT                                                                               | EBR                                                                               | WBL   | WBT                                                                               | WBR                                                                               | SBLn1 | SBLn2                                                                               |                                                                                     |       |
| Capacity (veh/h)          | 202                                                                               | 282                                                                               | 1117  | -                                                                                 | -                                                                                 | 1436  | -                                                                                 | -                                                                                 | 198   | 477                                                                                 |                                                                                     |       |
| HCM Lane V/C Ratio        | 0.083                                                                             | 0.231                                                                             | 0.129 | -                                                                                 | -                                                                                 | 0.002 | -                                                                                 | -                                                                                 | 0.196 | 0.291                                                                               |                                                                                     |       |
| HCM Control Delay (s/veh) | 24.4                                                                              | 21.6                                                                              | 8.7   | -                                                                                 | -                                                                                 | 7.5   | -                                                                                 | -                                                                                 | 27.6  | 15.6                                                                                |                                                                                     |       |
| HCM Lane LOS              | C                                                                                 | C                                                                                 | A     | -                                                                                 | -                                                                                 | A     | -                                                                                 | -                                                                                 | D     | C                                                                                   |                                                                                     |       |
| HCM 95th %tile Q(veh)     | 0.3                                                                               | 0.9                                                                               | 0.4   | -                                                                                 | -                                                                                 | 0     | -                                                                                 | -                                                                                 | 0.7   | 1.2                                                                                 |                                                                                     |       |



**Intersection**

Int Delay, s/veh 1.6

| Movement                 | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Configurations      |  |      |  |  |  |  |
| Traffic Vol, veh/h       | 120                                                                               | 4    | 2                                                                                 | 257                                                                               | 53                                                                                | 6                                                                                 |
| Future Vol, veh/h        | 120                                                                               | 4    | 2                                                                                 | 257                                                                               | 53                                                                                | 6                                                                                 |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free                                                                              | Free | Free                                                                              | Free                                                                              | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -                                                                                 | None | -                                                                                 | None                                                                              | -                                                                                 | None                                                                              |
| Storage Length           | -                                                                                 | -    | 0                                                                                 | -                                                                                 | 0                                                                                 | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Grade, %                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 72                                                                                | 72   | 72                                                                                | 72                                                                                | 72                                                                                | 72                                                                                |
| Heavy Vehicles, %        | 5                                                                                 | 5    | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 |
| Mvmt Flow                | 167                                                                               | 6    | 3                                                                                 | 357                                                                               | 74                                                                                | 8                                                                                 |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 172    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.15   |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.245  |
| Pot Cap-1 Maneuver   | -      | -      | 1387   |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 1387   |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach               | EB | WB   | NB    |
|------------------------|----|------|-------|
| HCM Control Delay, s/v | 0  | 0.06 | 12.04 |
| HCM LOS                |    |      | B     |

| Minor Lane/Major Mvmt     | NBLn1 | EBT | EBR | WBL   | WBT |
|---------------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)          | 593   | -   | -   | 1387  | -   |
| HCM Lane V/C Ratio        | 0.138 | -   | -   | 0.002 | -   |
| HCM Control Delay (s/veh) | 12    | -   | -   | 7.6   | -   |
| HCM Lane LOS              | B     | -   | -   | A     | -   |
| HCM 95th %tile Q(veh)     | 0.5   | -   | -   | 0     | -   |

# HCM 7th Signalized Intersection Summary

## 1: Nevada Pacific Parkway & US50A

03/06/2025

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 109                                                                               | 708                                                                               | 112                                                                               | 110                                                                               | 474                                                                               | 304                                                                               | 187                                                                                | 101                                                                                 | 108                                                                                 | 488                                                                                 | 95                                                                                  | 257                                                                                 |
| Future Volume (veh/h)        | 109                                                                               | 708                                                                               | 112                                                                               | 110                                                                               | 474                                                                               | 304                                                                               | 187                                                                                | 101                                                                                 | 108                                                                                 | 488                                                                                 | 95                                                                                  | 257                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1841                                                                              | 1841                                                                              | 1841                                                                              | 1841                                                                              | 1870                                                                              | 1841                                                                               | 1870                                                                                | 1841                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 122                                                                               | 745                                                                               | 118                                                                               | 116                                                                               | 499                                                                               | 0                                                                                 | 197                                                                                | 113                                                                                 | 114                                                                                 | 548                                                                                 | 107                                                                                 | 0                                                                                   |
| Peak Hour Factor             | 0.89                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.89                                                                              | 0.95                                                                               | 0.89                                                                                | 0.95                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 4                                                                                 | 4                                                                                 | 4                                                                                 | 4                                                                                 | 2                                                                                 | 4                                                                                  | 2                                                                                   | 4                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 191                                                                               | 1428                                                                              | 637                                                                               | 147                                                                               | 1529                                                                              |                                                                                   | 279                                                                                | 188                                                                                 | 157                                                                                 | 663                                                                                 | 394                                                                                 |                                                                                     |
| Arrive On Green              | 0.06                                                                              | 0.41                                                                              | 0.41                                                                              | 0.08                                                                              | 0.44                                                                              | 0.00                                                                              | 0.08                                                                               | 0.10                                                                                | 0.10                                                                                | 0.19                                                                                | 0.21                                                                                | 0.00                                                                                |
| Sat Flow, veh/h              | 3456                                                                              | 3497                                                                              | 1560                                                                              | 1753                                                                              | 3497                                                                              | 1585                                                                              | 3401                                                                               | 1870                                                                                | 1560                                                                                | 3456                                                                                | 1870                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 122                                                                               | 745                                                                               | 118                                                                               | 116                                                                               | 499                                                                               | 0                                                                                 | 197                                                                                | 113                                                                                 | 114                                                                                 | 548                                                                                 | 107                                                                                 | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1728                                                                              | 1749                                                                              | 1560                                                                              | 1753                                                                              | 1749                                                                              | 1585                                                                              | 1700                                                                               | 1870                                                                                | 1560                                                                                | 1728                                                                                | 1870                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 3.1                                                                               | 14.5                                                                              | 4.4                                                                               | 5.9                                                                               | 8.5                                                                               | 0.0                                                                               | 5.1                                                                                | 5.2                                                                                 | 6.4                                                                                 | 13.8                                                                                | 4.3                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 3.1                                                                               | 14.5                                                                              | 4.4                                                                               | 5.9                                                                               | 8.5                                                                               | 0.0                                                                               | 5.1                                                                                | 5.2                                                                                 | 6.4                                                                                 | 13.8                                                                                | 4.3                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 191                                                                               | 1428                                                                              | 637                                                                               | 147                                                                               | 1529                                                                              |                                                                                   | 279                                                                                | 188                                                                                 | 157                                                                                 | 663                                                                                 | 394                                                                                 |                                                                                     |
| V/C Ratio(X)                 | 0.64                                                                              | 0.52                                                                              | 0.19                                                                              | 0.79                                                                              | 0.33                                                                              |                                                                                   | 0.71                                                                               | 0.60                                                                                | 0.73                                                                                | 0.83                                                                                | 0.27                                                                                |                                                                                     |
| Avail Cap(c_a), veh/h        | 362                                                                               | 1428                                                                              | 637                                                                               | 338                                                                               | 1736                                                                              |                                                                                   | 544                                                                                | 402                                                                                 | 336                                                                                 | 1010                                                                                | 650                                                                                 |                                                                                     |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 41.9                                                                              | 20.2                                                                              | 17.2                                                                              | 40.7                                                                              | 16.8                                                                              | 0.0                                                                               | 40.5                                                                               | 39.0                                                                                | 39.6                                                                                | 35.2                                                                                | 30.0                                                                                | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 3.5                                                                               | 1.4                                                                               | 0.6                                                                               | 8.9                                                                               | 0.1                                                                               | 0.0                                                                               | 3.3                                                                                | 3.1                                                                                 | 6.3                                                                                 | 3.5                                                                                 | 0.4                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 1.4                                                                               | 6.0                                                                               | 1.6                                                                               | 2.9                                                                               | 3.3                                                                               | 0.0                                                                               | 2.2                                                                                | 2.5                                                                                 | 2.7                                                                                 | 6.0                                                                                 | 2.0                                                                                 | 0.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 45.5                                                                              | 21.5                                                                              | 17.8                                                                              | 49.6                                                                              | 16.9                                                                              | 0.0                                                                               | 43.8                                                                               | 42.1                                                                                | 45.8                                                                                | 38.7                                                                                | 30.3                                                                                | 0.0                                                                                 |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | B                                                                                 | D                                                                                 | B                                                                                 |                                                                                   | D                                                                                  | D                                                                                   | D                                                                                   | D                                                                                   | C                                                                                   |                                                                                     |
| Approach Vol, veh/h          | 985                                                                               |                                                                                   |                                                                                   | 615                                                                               |                                                                                   |                                                                                   | 424                                                                                |                                                                                     |                                                                                     | 655                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 24.1                                                                              |                                                                                   |                                                                                   | 23.1                                                                              |                                                                                   |                                                                                   | 43.9                                                                               |                                                                                     |                                                                                     | 37.3                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                  |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 12.1                                                                              | 43.0                                                                              | 11.9                                                                              | 23.6                                                                              | 9.5                                                                               | 45.6                                                                              | 21.9                                                                               | 13.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 6.0                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 6.0                                                                               | 4.5                                                                                | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 17.5                                                                              | 37.0                                                                              | 14.5                                                                              | 31.5                                                                              | 9.5                                                                               | 45.0                                                                              | 26.5                                                                               | 19.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 7.9                                                                               | 16.5                                                                              | 7.1                                                                               | 6.3                                                                               | 5.1                                                                               | 10.5                                                                              | 15.8                                                                               | 8.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.2                                                                               | 5.7                                                                               | 0.4                                                                               | 0.5                                                                               | 0.1                                                                               | 3.7                                                                               | 1.6                                                                                | 0.7                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

### Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 30.2 |
| HCM 7th LOS                  | C    |

### Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection               |        |                        |        |                            |        |                                |
|----------------------------|--------|------------------------|--------|----------------------------|--------|--------------------------------|
| Int Delay, s/veh           | 15.1   |                        |        |                            |        |                                |
| Movement                   | EBT    | EBR                    | WBL    | WBT                        | NBL    | NBR                            |
| Lane Configurations        | ↑↑     | ↑                      | ↑      | ↑↑                         | ↑      | ↑                              |
| Traffic Vol, veh/h         | 1051   | 253                    | 48     | 0                          | 154    | 29                             |
| Future Vol, veh/h          | 1051   | 253                    | 48     | 0                          | 154    | 29                             |
| Conflicting Peds, #/hr     | 0      | 0                      | 0      | 0                          | 0      | 0                              |
| Sign Control               | Free   | Free                   | Free   | Free                       | Stop   | Stop                           |
| RT Channelized             | -      | None                   | -      | None                       | -      | None                           |
| Storage Length             | -      | 300                    | 700    | -                          | 0      | 0                              |
| Veh in Median Storage, #   | 0      | -                      | -      | 0                          | 0      | -                              |
| Grade, %                   | 0      | -                      | -      | 0                          | 0      | -                              |
| Peak Hour Factor           | 95     | 95                     | 95     | 95                         | 95     | 95                             |
| Heavy Vehicles, %          | 4      | 4                      | 4      | 4                          | 4      | 4                              |
| Mvmt Flow                  | 1106   | 266                    | 51     | 0                          | 162    | 31                             |
|                            |        |                        |        |                            |        |                                |
| Major/Minor                | Major1 |                        | Major2 |                            | Minor1 |                                |
| Conflicting Flow All       | 0      | 0                      | 1373   | 0                          | 1207   | 553                            |
| Stage 1                    | -      | -                      | -      | -                          | 1106   | -                              |
| Stage 2                    | -      | -                      | -      | -                          | 101    | -                              |
| Critical Hdwy              | -      | -                      | 4.18   | -                          | 6.88   | 6.98                           |
| Critical Hdwy Stg 1        | -      | -                      | -      | -                          | 5.88   | -                              |
| Critical Hdwy Stg 2        | -      | -                      | -      | -                          | 5.88   | -                              |
| Follow-up Hdwy             | -      | -                      | 2.24   | -                          | 3.54   | 3.34                           |
| Pot Cap-1 Maneuver         | -      | -                      | 486    | -                          | 173    | 471                            |
| Stage 1                    | -      | -                      | -      | -                          | 274    | -                              |
| Stage 2                    | -      | -                      | -      | -                          | 906    | -                              |
| Platoon blocked, %         | -      | -                      | -      | -                          | -      | -                              |
| Mov Cap-1 Maneuver         | -      | -                      | 486    | -                          | ~ 155  | 471                            |
| Mov Cap-2 Maneuver         | -      | -                      | -      | -                          | ~ 155  | -                              |
| Stage 1                    | -      | -                      | -      | -                          | 274    | -                              |
| Stage 2                    | -      | -                      | -      | -                          | 812    | -                              |
|                            |        |                        |        |                            |        |                                |
|                            |        |                        |        |                            |        |                                |
| Approach                   | EB     |                        | WB     |                            | NB     |                                |
| HCM Control Delay, s/v     | 0      |                        | 13.27  |                            | 123.12 |                                |
| HCM LOS                    |        |                        |        |                            | F      |                                |
|                            |        |                        |        |                            |        |                                |
|                            |        |                        |        |                            |        |                                |
| Minor Lane/Major Mvmt      | NBLn1  | NBLn2                  | EBT    | EBR                        | WBL    | WBT                            |
| Capacity (veh/h)           | 155    | 471                    | -      | -                          | 486    | -                              |
| HCM Lane V/C Ratio         | 1.046  | 0.065                  | -      | -                          | 0.104  | -                              |
| HCM Control Delay (s/veh)  | 143.8  | 13.2                   | -      | -                          | 13.3   | -                              |
| HCM Lane LOS               | F      | B                      | -      | -                          | B      | -                              |
| HCM 95th %tile Q(veh)      | 8.3    | 0.2                    | -      | -                          | 0.3    | -                              |
| Notes                      |        |                        |        |                            |        |                                |
| ~: Volume exceeds capacity |        | \$: Delay exceeds 300s |        | +: Computation Not Defined |        | *: All major volume in platoon |

| Intersection              |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |       |                                                                                     |                                                                                     |       |
|---------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------|
| Int Delay, s/veh          | 6.9                                                                               |                                                                                   |       |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |       |                                                                                     |                                                                                     |       |
| Movement                  | EBL                                                                               | EBT                                                                               | EBR   | WBL                                                                               | WBT                                                                               | WBR  | NBL                                                                               | NBT                                                                               | NBR   | SBL                                                                                 | SBT                                                                                 | SBR   |
| Lane Configurations       |  |  |       |  |  |      |  |  |       |  |  |       |
| Traffic Vol, veh/h        | 92                                                                                | 273                                                                               | 13    | 7                                                                                 | 182                                                                               | 58   | 8                                                                                 | 28                                                                                | 4     | 29                                                                                  | 92                                                                                  | 104   |
| Future Vol, veh/h         | 92                                                                                | 273                                                                               | 13    | 7                                                                                 | 182                                                                               | 58   | 8                                                                                 | 28                                                                                | 4     | 29                                                                                  | 92                                                                                  | 104   |
| Conflicting Peds, #/hr    | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                   | 0                                                                                   | 0     |
| Sign Control              | Free                                                                              | Free                                                                              | Free  | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop                                                                              | Stop  | Stop                                                                                | Stop                                                                                | Stop  |
| RT Channelized            | -                                                                                 | -                                                                                 | None  | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None  | -                                                                                   | -                                                                                   | None  |
| Storage Length            | 200                                                                               | -                                                                                 | -     | 200                                                                               | -                                                                                 | -    | 0                                                                                 | -                                                                                 | -     | 0                                                                                   | -                                                                                   | -     |
| Veh in Median Storage, #  | -                                                                                 | 0                                                                                 | -     | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -     | -                                                                                   | 0                                                                                   | -     |
| Grade, %                  | -                                                                                 | 0                                                                                 | -     | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -     | -                                                                                   | 0                                                                                   | -     |
| Peak Hour Factor          | 90                                                                                | 90                                                                                | 90    | 90                                                                                | 90                                                                                | 90   | 90                                                                                | 90                                                                                | 90    | 90                                                                                  | 90                                                                                  | 90    |
| Heavy Vehicles, %         | 2                                                                                 | 2                                                                                 | 2     | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2     | 2                                                                                   | 2                                                                                   | 2     |
| Mvmt Flow                 | 102                                                                               | 303                                                                               | 14    | 8                                                                                 | 202                                                                               | 64   | 9                                                                                 | 31                                                                                | 4     | 32                                                                                  | 102                                                                                 | 116   |
| Major/Minor               | Major1                                                                            |                                                                                   |       | Major2                                                                            |                                                                                   |      | Minor1                                                                            |                                                                                   |       | Minor2                                                                              |                                                                                     |       |
| Conflicting Flow All      | 267                                                                               | 0                                                                                 | 0     | 318                                                                               | 0                                                                                 | 0    | 784                                                                               | 797                                                                               | 311   | 773                                                                                 | 772                                                                                 | 234   |
| Stage 1                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 515                                                                               | 515                                                                               | -     | 250                                                                                 | 250                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 269                                                                               | 282                                                                               | -     | 523                                                                                 | 522                                                                                 | -     |
| Critical Hdwy             | 4.12                                                                              | -                                                                                 | -     | 4.12                                                                              | -                                                                                 | -    | 7.12                                                                              | 6.52                                                                              | 6.22  | 7.12                                                                                | 6.52                                                                                | 6.22  |
| Critical Hdwy Stg 1       | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 6.12                                                                              | 5.52                                                                              | -     | 6.12                                                                                | 5.52                                                                                | -     |
| Critical Hdwy Stg 2       | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 6.12                                                                              | 5.52                                                                              | -     | 6.12                                                                                | 5.52                                                                                | -     |
| Follow-up Hdwy            | 2.218                                                                             | -                                                                                 | -     | 2.218                                                                             | -                                                                                 | -    | 3.518                                                                             | 4.018                                                                             | 3.318 | 3.518                                                                               | 4.018                                                                               | 3.318 |
| Pot Cap-1 Maneuver        | 1297                                                                              | -                                                                                 | -     | 1242                                                                              | -                                                                                 | -    | 311                                                                               | 319                                                                               | 730   | 316                                                                                 | 330                                                                                 | 805   |
| Stage 1                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 543                                                                               | 535                                                                               | -     | 754                                                                                 | 700                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 737                                                                               | 678                                                                               | -     | 537                                                                                 | 531                                                                                 | -     |
| Platoon blocked, %        | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -     | -                                                                                   | -                                                                                   | -     |
| Mov Cap-1 Maneuver        | 1297                                                                              | -                                                                                 | -     | 1242                                                                              | -                                                                                 | -    | 166                                                                               | 292                                                                               | 730   | 259                                                                                 | 302                                                                                 | 805   |
| Mov Cap-2 Maneuver        | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 166                                                                               | 292                                                                               | -     | 259                                                                                 | 302                                                                                 | -     |
| Stage 1                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 500                                                                               | 493                                                                               | -     | 749                                                                                 | 695                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 535                                                                               | 673                                                                               | -     | 461                                                                                 | 489                                                                                 | -     |
| Approach                  | EB                                                                                |                                                                                   |       | WB                                                                                |                                                                                   |      | NB                                                                                |                                                                                   |       | SB                                                                                  |                                                                                     |       |
| HCM Control Delay, s/v    | 1.95                                                                              |                                                                                   |       | 0.22                                                                              |                                                                                   |      | 19.85                                                                             |                                                                                   |       | 20.24                                                                               |                                                                                     |       |
| HCM LOS                   |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |      | C                                                                                 |                                                                                   |       | C                                                                                   |                                                                                     |       |
| Minor Lane/Major Mvmt     | NBLn1                                                                             |                                                                                   | NBLn2 | EBL                                                                               | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | WBR   | SBLn1                                                                               | SBLn2                                                                               |       |
| Capacity (veh/h)          | 166                                                                               |                                                                                   | 316   | 1297                                                                              | -                                                                                 | -    | 1242                                                                              | -                                                                                 | -     | 259                                                                                 | 452                                                                                 |       |
| HCM Lane V/C Ratio        | 0.054                                                                             |                                                                                   | 0.113 | 0.079                                                                             | -                                                                                 | -    | 0.006                                                                             | -                                                                                 | -     | 0.124                                                                               | 0.482                                                                               |       |
| HCM Control Delay (s/veh) | 27.9                                                                              |                                                                                   | 17.8  | 8                                                                                 | -                                                                                 | -    | 7.9                                                                               | -                                                                                 | -     | 20.9                                                                                | 20.2                                                                                |       |
| HCM Lane LOS              | D                                                                                 |                                                                                   | C     | A                                                                                 | -                                                                                 | -    | A                                                                                 | -                                                                                 | -     | C                                                                                   | C                                                                                   |       |
| HCM 95th %tile Q(veh)     | 0.2                                                                               |                                                                                   | 0.4   | 0.3                                                                               | -                                                                                 | -    | 0                                                                                 | -                                                                                 | -     | 0.4                                                                                 | 2.6                                                                                 |       |

| Intersection              |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |       |
|---------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh          | 0.9                                                                               |      |                                                                                   |                                                                                   |                                                                                   |       |
| Movement                  | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR   |
| Lane Configurations       |  |      |  |  |  |       |
| Traffic Vol, veh/h        | 292                                                                               | 13   | 7                                                                                 | 210                                                                               | 36                                                                                | 4     |
| Future Vol, veh/h         | 292                                                                               | 13   | 7                                                                                 | 210                                                                               | 36                                                                                | 4     |
| Conflicting Peds, #/hr    | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0     |
| Sign Control              | Free                                                                              | Free | Free                                                                              | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized            | -                                                                                 | None | -                                                                                 | None                                                                              | -                                                                                 | None  |
| Storage Length            | -                                                                                 | -    | 0                                                                                 | -                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, #  | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | 0                                                                                 | -     |
| Grade, %                  | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor          | 90                                                                                | 90   | 90                                                                                | 90                                                                                | 90                                                                                | 90    |
| Heavy Vehicles, %         | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2     |
| Mvmt Flow                 | 324                                                                               | 14   | 8                                                                                 | 233                                                                               | 40                                                                                | 4     |
|                           |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |       |
| Major/Minor               | Major1                                                                            |      | Major2                                                                            |                                                                                   | Minor1                                                                            |       |
| Conflicting Flow All      | 0                                                                                 | 0    | 339                                                                               | 0                                                                                 | 581                                                                               | 332   |
| Stage 1                   | -                                                                                 | -    | -                                                                                 | -                                                                                 | 332                                                                               | -     |
| Stage 2                   | -                                                                                 | -    | -                                                                                 | -                                                                                 | 249                                                                               | -     |
| Critical Hdwy             | -                                                                                 | -    | 4.12                                                                              | -                                                                                 | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1       | -                                                                                 | -    | -                                                                                 | -                                                                                 | 5.42                                                                              | -     |
| Critical Hdwy Stg 2       | -                                                                                 | -    | -                                                                                 | -                                                                                 | 5.42                                                                              | -     |
| Follow-up Hdwy            | -                                                                                 | -    | 2.218                                                                             | -                                                                                 | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver        | -                                                                                 | -    | 1220                                                                              | -                                                                                 | 476                                                                               | 710   |
| Stage 1                   | -                                                                                 | -    | -                                                                                 | -                                                                                 | 727                                                                               | -     |
| Stage 2                   | -                                                                                 | -    | -                                                                                 | -                                                                                 | 793                                                                               | -     |
| Platoon blocked, %        | -                                                                                 | -    |                                                                                   | -                                                                                 |                                                                                   |       |
| Mov Cap-1 Maneuver        | -                                                                                 | -    | 1220                                                                              | -                                                                                 | 473                                                                               | 710   |
| Mov Cap-2 Maneuver        | -                                                                                 | -    | -                                                                                 | -                                                                                 | 560                                                                               | -     |
| Stage 1                   | -                                                                                 | -    | -                                                                                 | -                                                                                 | 727                                                                               | -     |
| Stage 2                   | -                                                                                 | -    | -                                                                                 | -                                                                                 | 787                                                                               | -     |
|                           |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |       |
|                           |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |       |
| Approach                  | EB                                                                                |      | WB                                                                                |                                                                                   | NB                                                                                |       |
| HCM Control Delay, s/v    | 0                                                                                 |      | 0.26                                                                              |                                                                                   | 11.82                                                                             |       |
| HCM LOS                   | B                                                                                 |      |                                                                                   |                                                                                   |                                                                                   |       |
|                           |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |       |
|                           |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |       |
| Minor Lane/Major Mvmt     | NBLn1                                                                             | EBT  | EBR                                                                               | WBL                                                                               | WBT                                                                               |       |
| Capacity (veh/h)          | 572                                                                               | -    | -                                                                                 | 1220                                                                              | -                                                                                 |       |
| HCM Lane V/C Ratio        | 0.078                                                                             | -    | -                                                                                 | 0.006                                                                             | -                                                                                 |       |
| HCM Control Delay (s/veh) | 11.8                                                                              | -    | -                                                                                 | 8                                                                                 | -                                                                                 |       |
| HCM Lane LOS              | B                                                                                 | -    | -                                                                                 | A                                                                                 | -                                                                                 |       |
| HCM 95th %tile Q(veh)     | 0.3                                                                               | -    | -                                                                                 | 0                                                                                 | -                                                                                 |       |

# HCM 7th Signalized Intersection Summary

## 1: Nevada Pacific Parkway & US50A

03/06/2025

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 630                                                                               | 493                                                                               | 156                                                                               | 105                                                                               | 575                                                                               | 784                                                                               | 306                                                                                | 187                                                                                 | 114                                                                                 | 349                                                                                 | 91                                                                                  | 189                                                                                 |
| Future Volume (veh/h)        | 630                                                                               | 493                                                                               | 156                                                                               | 105                                                                               | 575                                                                               | 784                                                                               | 306                                                                                | 187                                                                                 | 114                                                                                 | 349                                                                                 | 91                                                                                  | 189                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1781                                                                              | 1781                                                                              | 1781                                                                              | 1781                                                                              | 1870                                                                              | 1781                                                                               | 1870                                                                                | 1781                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 708                                                                               | 573                                                                               | 181                                                                               | 122                                                                               | 669                                                                               | 0                                                                                 | 356                                                                                | 210                                                                                 | 133                                                                                 | 392                                                                                 | 102                                                                                 | 0                                                                                   |
| Peak Hour Factor             | 0.89                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.89                                                                              | 0.86                                                                               | 0.89                                                                                | 0.86                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 8                                                                                 | 8                                                                                 | 8                                                                                 | 8                                                                                 | 2                                                                                 | 8                                                                                  | 2                                                                                   | 8                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 775                                                                               | 1602                                                                              | 714                                                                               | 149                                                                               | 1141                                                                              |                                                                                   | 420                                                                                | 250                                                                                 | 202                                                                                 | 439                                                                                 | 249                                                                                 |                                                                                     |
| Arrive On Green              | 0.22                                                                              | 0.47                                                                              | 0.47                                                                              | 0.09                                                                              | 0.34                                                                              | 0.00                                                                              | 0.13                                                                               | 0.13                                                                                | 0.13                                                                                | 0.13                                                                                | 0.13                                                                                | 0.00                                                                                |
| Sat Flow, veh/h              | 3456                                                                              | 3385                                                                              | 1510                                                                              | 1697                                                                              | 3385                                                                              | 1585                                                                              | 3291                                                                               | 1870                                                                                | 1510                                                                                | 3456                                                                                | 1870                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 708                                                                               | 573                                                                               | 181                                                                               | 122                                                                               | 669                                                                               | 0                                                                                 | 356                                                                                | 210                                                                                 | 133                                                                                 | 392                                                                                 | 102                                                                                 | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1728                                                                              | 1692                                                                              | 1510                                                                              | 1697                                                                              | 1692                                                                              | 1585                                                                              | 1646                                                                               | 1870                                                                                | 1510                                                                                | 1728                                                                                | 1870                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 21.9                                                                              | 11.8                                                                              | 7.9                                                                               | 7.7                                                                               | 17.9                                                                              | 0.0                                                                               | 11.6                                                                               | 12.0                                                                                | 9.2                                                                                 | 12.2                                                                                | 5.5                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 21.9                                                                              | 11.8                                                                              | 7.9                                                                               | 7.7                                                                               | 17.9                                                                              | 0.0                                                                               | 11.6                                                                               | 12.0                                                                                | 9.2                                                                                 | 12.2                                                                                | 5.5                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 775                                                                               | 1602                                                                              | 714                                                                               | 149                                                                               | 1141                                                                              |                                                                                   | 420                                                                                | 250                                                                                 | 202                                                                                 | 439                                                                                 | 249                                                                                 |                                                                                     |
| V/C Ratio(X)                 | 0.91                                                                              | 0.36                                                                              | 0.25                                                                              | 0.82                                                                              | 0.59                                                                              |                                                                                   | 0.85                                                                               | 0.84                                                                                | 0.66                                                                                | 0.89                                                                                | 0.41                                                                                |                                                                                     |
| Avail Cap(c_a), veh/h        | 818                                                                               | 1602                                                                              | 714                                                                               | 259                                                                               | 1317                                                                              |                                                                                   | 496                                                                                | 309                                                                                 | 250                                                                                 | 439                                                                                 | 265                                                                                 |                                                                                     |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 41.4                                                                              | 18.3                                                                              | 17.3                                                                              | 49.0                                                                              | 30.0                                                                              | 0.0                                                                               | 46.7                                                                               | 46.3                                                                                | 45.1                                                                                | 47.0                                                                                | 43.5                                                                                | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 14.2                                                                              | 0.6                                                                               | 0.9                                                                               | 10.3                                                                              | 0.5                                                                               | 0.0                                                                               | 11.4                                                                               | 15.5                                                                                | 4.5                                                                                 | 20.1                                                                                | 1.1                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 10.8                                                                              | 4.7                                                                               | 2.9                                                                               | 3.7                                                                               | 7.3                                                                               | 0.0                                                                               | 5.4                                                                                | 6.6                                                                                 | 3.7                                                                                 | 6.5                                                                                 | 2.6                                                                                 | 0.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 55.7                                                                              | 18.9                                                                              | 18.1                                                                              | 59.3                                                                              | 30.5                                                                              | 0.0                                                                               | 58.1                                                                               | 61.8                                                                                | 49.6                                                                                | 67.2                                                                                | 44.6                                                                                | 0.0                                                                                 |
| LnGrp LOS                    | E                                                                                 | B                                                                                 | B                                                                                 | E                                                                                 | C                                                                                 |                                                                                   | E                                                                                  | E                                                                                   | D                                                                                   | E                                                                                   | D                                                                                   |                                                                                     |
| Approach Vol, veh/h          | 1462                                                                              |                                                                                   |                                                                                   | 791                                                                               |                                                                                   |                                                                                   | 699                                                                                |                                                                                     |                                                                                     | 494                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 36.6                                                                              |                                                                                   |                                                                                   | 34.9                                                                              |                                                                                   |                                                                                   | 57.6                                                                               |                                                                                     |                                                                                     | 62.5                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | E                                                                                  |                                                                                     |                                                                                     | E                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 14.1                                                                              | 57.8                                                                              | 18.5                                                                              | 19.0                                                                              | 29.0                                                                              | 42.9                                                                              | 18.4                                                                               | 19.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 6.0                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 6.0                                                                               | 4.5                                                                                | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 16.7                                                                              | 51.8                                                                              | 16.5                                                                              | 15.5                                                                              | 25.9                                                                              | 42.6                                                                              | 13.9                                                                               | 18.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 9.7                                                                               | 13.8                                                                              | 13.6                                                                              | 7.5                                                                               | 23.9                                                                              | 19.9                                                                              | 14.2                                                                               | 14.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.2                                                                               | 5.2                                                                               | 0.4                                                                               | 0.2                                                                               | 0.7                                                                               | 4.8                                                                               | 0.0                                                                                | 0.6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

### Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 44.2 |
| HCM 7th LOS                  | D    |

### Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

## HCM 7th Signalized Intersection Summary

### 2: Hendrix Ext & US50A

03/06/2025



| Movement                     | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|------------------------------|------|------|------|------|------|------|
| Lane Configurations          | ↑↑   | ↑    | ↑    | ↑↑   | ↑    | ↑    |
| Traffic Volume (veh/h)       | 874  | 82   | 16   | 1226 | 238  | 46   |
| Future Volume (veh/h)        | 874  | 82   | 16   | 1226 | 238  | 46   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          |      | 1.00 | 1.00 |      | 1.00 | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   | No   |      |
| Adj Sat Flow, veh/h/ln       | 1781 | 1781 | 1781 | 1781 | 1781 | 1781 |
| Adj Flow Rate, veh/h         | 1016 | 95   | 19   | 1426 | 277  | 53   |
| Peak Hour Factor             | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Percent Heavy Veh, %         | 8    | 8    | 8    | 8    | 8    | 8    |
| Cap, veh/h                   | 1829 | 816  | 316  | 1829 | 356  | 317  |
| Arrive On Green              | 0.54 | 0.54 | 0.54 | 0.54 | 0.21 | 0.21 |
| Sat Flow, veh/h              | 3474 | 1510 | 483  | 3474 | 1697 | 1510 |
| Grp Volume(v), veh/h         | 1016 | 95   | 19   | 1426 | 277  | 53   |
| Grp Sat Flow(s),veh/h/ln     | 1692 | 1510 | 483  | 1692 | 1697 | 1510 |
| Q Serve(g_s), s              | 9.5  | 1.5  | 1.3  | 16.1 | 7.4  | 1.4  |
| Cycle Q Clear(g_c), s        | 9.5  | 1.5  | 10.8 | 16.1 | 7.4  | 1.4  |
| Prop In Lane                 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h       | 1829 | 816  | 316  | 1829 | 356  | 317  |
| V/C Ratio(X)                 | 0.56 | 0.12 | 0.06 | 0.78 | 0.78 | 0.17 |
| Avail Cap(c_a), veh/h        | 2113 | 942  | 356  | 2113 | 635  | 565  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 7.3  | 5.4  | 10.8 | 8.8  | 17.9 | 15.5 |
| Incr Delay (d2), s/veh       | 0.3  | 0.1  | 0.1  | 1.7  | 3.7  | 0.2  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 2.4  | 0.3  | 0.1  | 4.4  | 2.9  | 0.4  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 7.5  | 5.5  | 10.9 | 10.5 | 21.6 | 15.8 |
| LnGrp LOS                    | A    | A    | B    | B    | C    | B    |
| Approach Vol, veh/h          | 1111 |      |      | 1445 | 330  |      |
| Approach Delay, s/veh        | 7.3  |      |      | 10.5 | 20.7 |      |
| Approach LOS                 | A    |      |      | B    | C    |      |
| Timer - Assigned Phs         | 2    |      | 4    |      | 8    |      |
| Phs Duration (G+Y+Rc), s     | 16.1 |      | 32.0 |      | 32.0 |      |
| Change Period (Y+Rc), s      | 6.0  |      | 6.0  |      | 6.0  |      |
| Max Green Setting (Gmax), s  | 18.0 |      | 30.0 |      | 30.0 |      |
| Max Q Clear Time (g_c+l1), s | 9.4  |      | 11.5 |      | 18.1 |      |
| Green Ext Time (p_c), s      | 0.7  |      | 7.6  |      | 7.9  |      |
| Intersection Summary         |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh | 10.4 |      |      |      |      |      |
| HCM 7th LOS                  | B    |      |      |      |      |      |



HCM 7th TWSC  
3: Farm District Road & West Access

02/03/2026

| Intersection              |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |       |                                                                                     |                                                                                     |       |
|---------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------|
| Int Delay, s/veh          | 8                                                                                 |                                                                                   |       |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |       |                                                                                     |                                                                                     |       |
| Movement                  | EBL                                                                               | EBT                                                                               | EBR   | WBL                                                                               | WBT                                                                               | WBR   | NBL                                                                               | NBT                                                                               | NBR   | SBL                                                                                 | SBT                                                                                 | SBR   |
| Lane Configurations       |  |  |       |  |  |       |  |  |       |  |  |       |
| Traffic Vol, veh/h        | 112                                                                               | 160                                                                               | 4     | 2                                                                                 | 341                                                                               | 70    | 12                                                                                | 41                                                                                | 6     | 30                                                                                  | 27                                                                                  | 80    |
| Future Vol, veh/h         | 112                                                                               | 160                                                                               | 4     | 2                                                                                 | 341                                                                               | 70    | 12                                                                                | 41                                                                                | 6     | 30                                                                                  | 27                                                                                  | 80    |
| Conflicting Peds, #/hr    | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                   | 0                                                                                   | 0     |
| Sign Control              | Free                                                                              | Free                                                                              | Free  | Free                                                                              | Free                                                                              | Free  | Stop                                                                              | Stop                                                                              | Stop  | Stop                                                                                | Stop                                                                                | Stop  |
| RT Channelized            | -                                                                                 | -                                                                                 | None  | -                                                                                 | -                                                                                 | None  | -                                                                                 | -                                                                                 | None  | -                                                                                   | -                                                                                   | None  |
| Storage Length            | 200                                                                               | -                                                                                 | -     | 200                                                                               | -                                                                                 | -     | 0                                                                                 | -                                                                                 | -     | 0                                                                                   | -                                                                                   | -     |
| Veh in Median Storage, #  | -                                                                                 | 0                                                                                 | -     | -                                                                                 | 0                                                                                 | -     | -                                                                                 | 0                                                                                 | -     | -                                                                                   | 0                                                                                   | -     |
| Grade, %                  | -                                                                                 | 0                                                                                 | -     | -                                                                                 | 0                                                                                 | -     | -                                                                                 | 0                                                                                 | -     | -                                                                                   | 0                                                                                   | -     |
| Peak Hour Factor          | 72                                                                                | 72                                                                                | 72    | 72                                                                                | 72                                                                                | 72    | 72                                                                                | 72                                                                                | 72    | 72                                                                                  | 72                                                                                  | 72    |
| Heavy Vehicles, %         | 5                                                                                 | 5                                                                                 | 5     | 5                                                                                 | 5                                                                                 | 5     | 5                                                                                 | 5                                                                                 | 5     | 5                                                                                   | 5                                                                                   | 5     |
| Mvmt Flow                 | 156                                                                               | 222                                                                               | 6     | 3                                                                                 | 474                                                                               | 97    | 17                                                                                | 57                                                                                | 8     | 42                                                                                  | 38                                                                                  | 111   |
| Major/Minor               | Major1                                                                            |                                                                                   |       | Major2                                                                            |                                                                                   |       | Minor1                                                                            |                                                                                   |       | Minor2                                                                              |                                                                                     |       |
| Conflicting Flow All      | 571                                                                               | 0                                                                                 | 0     | 228                                                                               | 0                                                                                 | 0     | 1034                                                                              | 1113                                                                              | 225   | 1090                                                                                | 1067                                                                                | 522   |
| Stage 1                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -     | 536                                                                               | 536                                                                               | -     | 528                                                                                 | 528                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -     | 498                                                                               | 576                                                                               | -     | 562                                                                                 | 539                                                                                 | -     |
| Critical Hdwy             | 4.15                                                                              | -                                                                                 | -     | 4.15                                                                              | -                                                                                 | -     | 7.15                                                                              | 6.55                                                                              | 6.25  | 7.15                                                                                | 6.55                                                                                | 6.25  |
| Critical Hdwy Stg 1       | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -     | 6.15                                                                              | 5.55                                                                              | -     | 6.15                                                                                | 5.55                                                                                | -     |
| Critical Hdwy Stg 2       | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -     | 6.15                                                                              | 5.55                                                                              | -     | 6.15                                                                                | 5.55                                                                                | -     |
| Follow-up Hdwy            | 2.245                                                                             | -                                                                                 | -     | 2.245                                                                             | -                                                                                 | -     | 3.545                                                                             | 4.045                                                                             | 3.345 | 3.545                                                                               | 4.045                                                                               | 3.345 |
| Pot Cap-1 Maneuver        | 987                                                                               | -                                                                                 | -     | 1323                                                                              | -                                                                                 | -     | 208                                                                               | 206                                                                               | 807   | 190                                                                                 | 219                                                                                 | 549   |
| Stage 1                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -     | 523                                                                               | 518                                                                               | -     | 529                                                                                 | 523                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -     | 549                                                                               | 497                                                                               | -     | 506                                                                                 | 517                                                                                 | -     |
| Platoon blocked, %        | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -     | -                                                                                   | -                                                                                   | -     |
| Mov Cap-1 Maneuver        | 987                                                                               | -                                                                                 | -     | 1323                                                                              | -                                                                                 | -     | 115                                                                               | 173                                                                               | 807   | 112                                                                                 | 184                                                                                 | 549   |
| Mov Cap-2 Maneuver        | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -     | 115                                                                               | 173                                                                               | -     | 112                                                                                 | 184                                                                                 | -     |
| Stage 1                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -     | 441                                                                               | 437                                                                               | -     | 527                                                                                 | 522                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -     | 405                                                                               | 496                                                                               | -     | 367                                                                                 | 435                                                                                 | -     |
| Approach                  | EB                                                                                |                                                                                   |       | WB                                                                                |                                                                                   |       | NB                                                                                |                                                                                   |       | SB                                                                                  |                                                                                     |       |
| HCM Control Delay, s/v    | 3.79                                                                              |                                                                                   |       | 0.04                                                                              |                                                                                   |       | 34.78                                                                             |                                                                                   |       | 28.75                                                                               |                                                                                     |       |
| HCM LOS                   |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |       | D                                                                                 |                                                                                   |       | D                                                                                   |                                                                                     |       |
| Minor Lane/Major Mvmt     | NBLn1 NBLn2                                                                       |                                                                                   | EBL   | EBT                                                                               | EBR                                                                               | WBL   | WBT                                                                               | WBR                                                                               | SBLn1 | SBLn2                                                                               |                                                                                     |       |
| Capacity (veh/h)          | 115                                                                               | 192                                                                               | 987   | -                                                                                 | -                                                                                 | 1323  | -                                                                                 | -                                                                                 | 112   | 366                                                                                 |                                                                                     |       |
| HCM Lane V/C Ratio        | 0.145                                                                             | 0.339                                                                             | 0.158 | -                                                                                 | -                                                                                 | 0.002 | -                                                                                 | -                                                                                 | 0.372 | 0.406                                                                               |                                                                                     |       |
| HCM Control Delay (s/veh) | 41.7                                                                              | 33                                                                                | 9.3   | -                                                                                 | -                                                                                 | 7.7   | -                                                                                 | -                                                                                 | 55    | 21.4                                                                                |                                                                                     |       |
| HCM Lane LOS              | E                                                                                 | D                                                                                 | A     | -                                                                                 | -                                                                                 | A     | -                                                                                 | -                                                                                 | F     | C                                                                                   |                                                                                     |       |
| HCM 95th %tile Q(veh)     | 0.5                                                                               | 1.4                                                                               | 0.6   | -                                                                                 | -                                                                                 | 0     | -                                                                                 | -                                                                                 | 1.5   | 1.9                                                                                 |                                                                                     |       |

HCM 7th TWSC  
4: East Access & Farm District Road

02/03/2026

Intersection

Int Delay, s/veh 1.4

| Movement                 | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Configurations      |  |      |  |  |  |  |
| Traffic Vol, veh/h       | 192                                                                               | 4    | 2                                                                                 | 360                                                                               | 53                                                                                | 6                                                                                 |
| Future Vol, veh/h        | 192                                                                               | 4    | 2                                                                                 | 360                                                                               | 53                                                                                | 6                                                                                 |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free                                                                              | Free | Free                                                                              | Free                                                                              | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -                                                                                 | None | -                                                                                 | None                                                                              | -                                                                                 | None                                                                              |
| Storage Length           | -                                                                                 | -    | 0                                                                                 | -                                                                                 | 0                                                                                 | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Grade, %                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 72                                                                                | 72   | 72                                                                                | 72                                                                                | 72                                                                                | 72                                                                                |
| Heavy Vehicles, %        | 5                                                                                 | 5    | 5                                                                                 | 5                                                                                 | 5                                                                                 | 5                                                                                 |
| Mvmt Flow                | 267                                                                               | 6    | 3                                                                                 | 500                                                                               | 74                                                                                | 8                                                                                 |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 272    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.15   |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.245  |
| Pot Cap-1 Maneuver   | -      | -      | 1274   |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 1274   |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach               | EB | WB   | NB    |
|------------------------|----|------|-------|
| HCM Control Delay, s/v | 0  | 0.04 | 13.91 |
| HCM LOS                |    |      | B     |

| Minor Lane/Major Mvmt     | NBLn1 | EBT | EBR | WBL   | WBT |
|---------------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)          | 486   | -   | -   | 1274  | -   |
| HCM Lane V/C Ratio        | 0.169 | -   | -   | 0.002 | -   |
| HCM Control Delay (s/veh) | 13.9  | -   | -   | 7.8   | -   |
| HCM Lane LOS              | B     | -   | -   | A     | -   |
| HCM 95th %tile Q(veh)     | 0.6   | -   | -   | 0     | -   |

# HCM 7th Signalized Intersection Summary

## 1: Nevada Pacific Parkway & US50A

03/06/2025

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 292                                                                               | 808                                                                               | 154                                                                               | 119                                                                               | 614                                                                               | 536                                                                               | 235                                                                                | 134                                                                                 | 139                                                                                 | 852                                                                                 | 132                                                                                 | 577                                                                                 |
| Future Volume (veh/h)        | 292                                                                               | 808                                                                               | 154                                                                               | 119                                                                               | 614                                                                               | 536                                                                               | 235                                                                                | 134                                                                                 | 139                                                                                 | 852                                                                                 | 132                                                                                 | 577                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1841                                                                              | 1841                                                                              | 1841                                                                              | 1841                                                                              | 1870                                                                              | 1841                                                                               | 1870                                                                                | 1841                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 328                                                                               | 851                                                                               | 162                                                                               | 125                                                                               | 646                                                                               | 0                                                                                 | 247                                                                                | 151                                                                                 | 146                                                                                 | 957                                                                                 | 148                                                                                 | 0                                                                                   |
| Peak Hour Factor             | 0.89                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.89                                                                              | 0.95                                                                               | 0.89                                                                                | 0.95                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 4                                                                                 | 4                                                                                 | 4                                                                                 | 4                                                                                 | 2                                                                                 | 4                                                                                  | 2                                                                                   | 4                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 395                                                                               | 1085                                                                              | 484                                                                               | 153                                                                               | 990                                                                               |                                                                                   | 307                                                                                | 217                                                                                 | 181                                                                                 | 1058                                                                                | 620                                                                                 |                                                                                     |
| Arrive On Green              | 0.11                                                                              | 0.31                                                                              | 0.31                                                                              | 0.09                                                                              | 0.28                                                                              | 0.00                                                                              | 0.09                                                                               | 0.12                                                                                | 0.12                                                                                | 0.31                                                                                | 0.33                                                                                | 0.00                                                                                |
| Sat Flow, veh/h              | 3456                                                                              | 3497                                                                              | 1560                                                                              | 1753                                                                              | 3497                                                                              | 1585                                                                              | 3401                                                                               | 1870                                                                                | 1560                                                                                | 3456                                                                                | 1870                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 328                                                                               | 851                                                                               | 162                                                                               | 125                                                                               | 646                                                                               | 0                                                                                 | 247                                                                                | 151                                                                                 | 146                                                                                 | 957                                                                                 | 148                                                                                 | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1728                                                                              | 1749                                                                              | 1560                                                                              | 1753                                                                              | 1749                                                                              | 1585                                                                              | 1700                                                                               | 1870                                                                                | 1560                                                                                | 1728                                                                                | 1870                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 10.0                                                                              | 23.9                                                                              | 8.6                                                                               | 7.6                                                                               | 17.5                                                                              | 0.0                                                                               | 7.7                                                                                | 8.4                                                                                 | 9.9                                                                                 | 28.7                                                                                | 6.2                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 10.0                                                                              | 23.9                                                                              | 8.6                                                                               | 7.6                                                                               | 17.5                                                                              | 0.0                                                                               | 7.7                                                                                | 8.4                                                                                 | 9.9                                                                                 | 28.7                                                                                | 6.2                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 395                                                                               | 1085                                                                              | 484                                                                               | 153                                                                               | 990                                                                               |                                                                                   | 307                                                                                | 217                                                                                 | 181                                                                                 | 1058                                                                                | 620                                                                                 |                                                                                     |
| V/C Ratio(X)                 | 0.83                                                                              | 0.78                                                                              | 0.33                                                                              | 0.82                                                                              | 0.65                                                                              |                                                                                   | 0.80                                                                               | 0.70                                                                                | 0.81                                                                                | 0.90                                                                                | 0.24                                                                                |                                                                                     |
| Avail Cap(c_a), veh/h        | 464                                                                               | 1085                                                                              | 484                                                                               | 187                                                                               | 990                                                                               |                                                                                   | 331                                                                                | 312                                                                                 | 260                                                                                 | 1200                                                                                | 780                                                                                 |                                                                                     |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 46.8                                                                              | 33.9                                                                              | 28.7                                                                              | 48.5                                                                              | 34.0                                                                              | 0.0                                                                               | 48.2                                                                               | 45.9                                                                                | 46.5                                                                                | 35.9                                                                                | 26.2                                                                                | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 10.6                                                                              | 5.7                                                                               | 1.9                                                                               | 20.6                                                                              | 1.5                                                                               | 0.0                                                                               | 12.6                                                                               | 4.0                                                                                 | 11.5                                                                                | 9.1                                                                                 | 0.2                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 4.9                                                                               | 10.9                                                                              | 3.5                                                                               | 4.2                                                                               | 7.6                                                                               | 0.0                                                                               | 3.8                                                                                | 4.1                                                                                 | 4.4                                                                                 | 13.2                                                                                | 2.8                                                                                 | 0.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 57.4                                                                              | 39.6                                                                              | 30.5                                                                              | 69.0                                                                              | 35.6                                                                              | 0.0                                                                               | 60.8                                                                               | 49.9                                                                                | 58.0                                                                                | 45.0                                                                                | 26.4                                                                                | 0.0                                                                                 |
| LnGrp LOS                    | E                                                                                 | D                                                                                 | C                                                                                 | E                                                                                 | D                                                                                 |                                                                                   | E                                                                                  | D                                                                                   | E                                                                                   | D                                                                                   | C                                                                                   |                                                                                     |
| Approach Vol, veh/h          | 1341                                                                              |                                                                                   |                                                                                   | 771                                                                               |                                                                                   |                                                                                   | 544                                                                                |                                                                                     |                                                                                     | 1105                                                                                |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 42.9                                                                              |                                                                                   |                                                                                   | 41.0                                                                              |                                                                                   |                                                                                   | 57.0                                                                               |                                                                                     |                                                                                     | 42.5                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | E                                                                                  |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 13.9                                                                              | 39.5                                                                              | 14.3                                                                              | 40.3                                                                              | 16.8                                                                              | 36.6                                                                              | 37.5                                                                               | 17.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 6.0                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 6.0                                                                               | 4.5                                                                                | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 11.5                                                                              | 33.5                                                                              | 10.5                                                                              | 45.0                                                                              | 14.5                                                                              | 30.5                                                                              | 37.5                                                                               | 18.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 9.6                                                                               | 25.9                                                                              | 9.7                                                                               | 8.2                                                                               | 12.0                                                                              | 19.5                                                                              | 30.7                                                                               | 11.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.1                                                                               | 3.8                                                                               | 0.1                                                                               | 0.9                                                                               | 0.3                                                                               | 3.3                                                                               | 2.4                                                                                | 0.7                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

### Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 44.4 |
| HCM 7th LOS                  | D    |

### Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

## HCM 7th Signalized Intersection Summary

### 2: Hendrix Ext & US50A

03/06/2025



| Movement                     | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|------------------------------|------|------|------|------|------|------|
| Lane Configurations          | ↑↑   | ↑    | ↑    | ↑↑   | ↑    | ↑    |
| Traffic Volume (veh/h)       | 1546 | 253  | 48   | 1116 | 154  | 29   |
| Future Volume (veh/h)        | 1546 | 253  | 48   | 1116 | 154  | 29   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          |      | 1.00 | 1.00 |      | 1.00 | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   | No   |      |
| Adj Sat Flow, veh/h/ln       | 1841 | 1841 | 1841 | 1841 | 1841 | 1841 |
| Adj Flow Rate, veh/h         | 1627 | 266  | 51   | 1175 | 162  | 31   |
| Peak Hour Factor             | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, %         | 4    | 4    | 4    | 4    | 4    | 4    |
| Cap, veh/h                   | 2419 | 1079 | 209  | 2419 | 221  | 197  |
| Arrive On Green              | 0.69 | 0.69 | 0.69 | 0.69 | 0.13 | 0.13 |
| Sat Flow, veh/h              | 3589 | 1560 | 235  | 3589 | 1753 | 1560 |
| Grp Volume(v), veh/h         | 1627 | 266  | 51   | 1175 | 162  | 31   |
| Grp Sat Flow(s),veh/h/ln     | 1749 | 1560 | 235  | 1749 | 1753 | 1560 |
| Q Serve(g_s), s              | 17.7 | 4.2  | 10.5 | 10.3 | 5.9  | 1.2  |
| Cycle Q Clear(g_c), s        | 17.7 | 4.2  | 28.2 | 10.3 | 5.9  | 1.2  |
| Prop In Lane                 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h       | 2419 | 1079 | 209  | 2419 | 221  | 197  |
| V/C Ratio(X)                 | 0.67 | 0.25 | 0.24 | 0.49 | 0.73 | 0.16 |
| Avail Cap(c_a), veh/h        | 4509 | 2011 | 349  | 4509 | 612  | 544  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 5.9  | 3.8  | 14.0 | 4.7  | 27.7 | 25.7 |
| Incr Delay (d2), s/veh       | 0.3  | 0.1  | 0.6  | 0.2  | 4.6  | 0.4  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 4.3  | 0.9  | 0.5  | 2.5  | 2.6  | 0.4  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 6.2  | 3.9  | 14.6 | 4.9  | 32.4 | 26.0 |
| LnGrp LOS                    | A    | A    | B    | A    | C    | C    |
| Approach Vol, veh/h          | 1893 |      |      | 1226 | 193  |      |
| Approach Delay, s/veh        | 5.9  |      |      | 5.3  | 31.3 |      |
| Approach LOS                 | A    |      |      | A    | C    |      |
| Timer - Assigned Phs         | 2    |      | 4    |      | 8    |      |
| Phs Duration (G+Y+Rc), s     | 14.3 |      | 51.6 |      | 51.6 |      |
| Change Period (Y+Rc), s      | 6.0  |      | 6.0  |      | 6.0  |      |
| Max Green Setting (Gmax), s  | 23.0 |      | 85.0 |      | 85.0 |      |
| Max Q Clear Time (g_c+l1), s | 7.9  |      | 19.7 |      | 30.2 |      |
| Green Ext Time (p_c), s      | 0.5  |      | 25.5 |      | 15.4 |      |
| Intersection Summary         |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh |      |      | 7.1  |      |      |      |
| HCM 7th LOS                  |      |      | A    |      |      |      |

| Intersection              |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |       |                                                                                     |                                                                                     |       |
|---------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------|
| Int Delay, s/veh          | 8.6                                                                               |                                                                                   |      |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |       |                                                                                     |                                                                                     |       |
| Movement                  | EBL                                                                               | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | WBR   | NBL                                                                               | NBT                                                                               | NBR   | SBL                                                                                 | SBT                                                                                 | SBR   |
| Lane Configurations       |  |  |      |  |  |       |  |  |       |  |  |       |
| Traffic Vol, veh/h        | 98                                                                                | 406                                                                               | 13   | 7                                                                                 | 260                                                                               | 58    | 8                                                                                 | 28                                                                                | 4     | 29                                                                                  | 92                                                                                  | 111   |
| Future Vol, veh/h         | 98                                                                                | 406                                                                               | 13   | 7                                                                                 | 260                                                                               | 58    | 8                                                                                 | 28                                                                                | 4     | 29                                                                                  | 92                                                                                  | 111   |
| Conflicting Peds, #/hr    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                   | 0                                                                                   | 0     |
| Sign Control              | Free                                                                              | Free                                                                              | Free | Free                                                                              | Free                                                                              | Free  | Stop                                                                              | Stop                                                                              | Stop  | Stop                                                                                | Stop                                                                                | Stop  |
| RT Channelized            | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None  | -                                                                                 | -                                                                                 | None  | -                                                                                   | -                                                                                   | None  |
| Storage Length            | 200                                                                               | -                                                                                 | -    | 200                                                                               | -                                                                                 | -     | 0                                                                                 | -                                                                                 | -     | 0                                                                                   | -                                                                                   | -     |
| Veh in Median Storage, #  | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -     | -                                                                                 | 0                                                                                 | -     | -                                                                                   | 0                                                                                   | -     |
| Grade, %                  | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -     | -                                                                                 | 0                                                                                 | -     | -                                                                                   | 0                                                                                   | -     |
| Peak Hour Factor          | 90                                                                                | 90                                                                                | 90   | 90                                                                                | 90                                                                                | 90    | 90                                                                                | 90                                                                                | 90    | 90                                                                                  | 90                                                                                  | 90    |
| Heavy Vehicles, %         | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2     | 2                                                                                 | 2                                                                                 | 2     | 2                                                                                   | 2                                                                                   | 2     |
| Mvmt Flow                 | 109                                                                               | 451                                                                               | 14   | 8                                                                                 | 289                                                                               | 64    | 9                                                                                 | 31                                                                                | 4     | 32                                                                                  | 102                                                                                 | 123   |
| Major/Minor               | Major1                                                                            |                                                                                   |      | Major2                                                                            |                                                                                   |       | Minor1                                                                            |                                                                                   |       | Minor2                                                                              |                                                                                     |       |
| Conflicting Flow All      | 353                                                                               | 0                                                                                 | 0    | 466                                                                               | 0                                                                                 | 0     | 1032                                                                              | 1045                                                                              | 458   | 1021                                                                                | 1020                                                                                | 321   |
| Stage 1                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -     | 676                                                                               | 676                                                                               | -     | 337                                                                                 | 337                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -     | 356                                                                               | 369                                                                               | -     | 684                                                                                 | 683                                                                                 | -     |
| Critical Hdwy             | 4.12                                                                              | -                                                                                 | -    | 4.12                                                                              | -                                                                                 | -     | 7.12                                                                              | 6.52                                                                              | 6.22  | 7.12                                                                                | 6.52                                                                                | 6.22  |
| Critical Hdwy Stg 1       | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -     | 6.12                                                                              | 5.52                                                                              | -     | 6.12                                                                                | 5.52                                                                                | -     |
| Critical Hdwy Stg 2       | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -     | 6.12                                                                              | 5.52                                                                              | -     | 6.12                                                                                | 5.52                                                                                | -     |
| Follow-up Hdwy            | 2.218                                                                             | -                                                                                 | -    | 2.218                                                                             | -                                                                                 | -     | 3.518                                                                             | 4.018                                                                             | 3.318 | 3.518                                                                               | 4.018                                                                               | 3.318 |
| Pot Cap-1 Maneuver        | 1205                                                                              | -                                                                                 | -    | 1096                                                                              | -                                                                                 | -     | 211                                                                               | 229                                                                               | 603   | 215                                                                                 | 237                                                                                 | 720   |
| Stage 1                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -     | 443                                                                               | 453                                                                               | -     | 678                                                                                 | 641                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -     | 662                                                                               | 621                                                                               | -     | 438                                                                                 | 449                                                                                 | -     |
| Platoon blocked, %        | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -     | -                                                                                   | -                                                                                   | -     |
| Mov Cap-1 Maneuver        | 1205                                                                              | -                                                                                 | -    | 1096                                                                              | -                                                                                 | -     | 86                                                                                | 207                                                                               | 603   | 166                                                                                 | 214                                                                                 | 720   |
| Mov Cap-2 Maneuver        | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -     | 86                                                                                | 207                                                                               | -     | 166                                                                                 | 214                                                                                 | -     |
| Stage 1                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -     | 403                                                                               | 412                                                                               | -     | 673                                                                                 | 637                                                                                 | -     |
| Stage 2                   | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -     | 457                                                                               | 616                                                                               | -     | 366                                                                                 | 409                                                                                 | -     |
| Approach                  | EB                                                                                |                                                                                   |      | WB                                                                                |                                                                                   |       | NB                                                                                |                                                                                   |       | SB                                                                                  |                                                                                     |       |
| HCM Control Delay, s/v    | 1.57                                                                              |                                                                                   |      | 0.18                                                                              |                                                                                   |       | 29.45                                                                             |                                                                                   |       | 32.59                                                                               |                                                                                     |       |
| HCM LOS                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |       | D                                                                                 |                                                                                   |       | D                                                                                   |                                                                                     |       |
| Minor Lane/Major Mvmt     | NBLn1 NBLn2                                                                       |                                                                                   | EBL  | EBT                                                                               | EBR                                                                               | WBL   | WBT                                                                               | WBR                                                                               | SBLn1 | SBLn2                                                                               |                                                                                     |       |
| Capacity (veh/h)          | 86                                                                                | 225                                                                               | 1205 | -                                                                                 | -                                                                                 | 1096  | -                                                                                 | -                                                                                 | 166   | 347                                                                                 |                                                                                     |       |
| HCM Lane V/C Ratio        | 0.103                                                                             | 0.158                                                                             | 0.09 | -                                                                                 | -                                                                                 | 0.007 | -                                                                                 | -                                                                                 | 0.194 | 0.65                                                                                |                                                                                     |       |
| HCM Control Delay (s/veh) | 51.4                                                                              | 24                                                                                | 8.3  | -                                                                                 | -                                                                                 | 8.3   | -                                                                                 | -                                                                                 | 31.9  | 32.7                                                                                |                                                                                     |       |
| HCM Lane LOS              | F                                                                                 | C                                                                                 | A    | -                                                                                 | -                                                                                 | A     | -                                                                                 | -                                                                                 | D     | D                                                                                   |                                                                                     |       |
| HCM 95th %tile Q(veh)     | 0.3                                                                               | 0.6                                                                               | 0.3  | -                                                                                 | -                                                                                 | 0     | -                                                                                 | -                                                                                 | 0.7   | 4.3                                                                                 |                                                                                     |       |

HCM 7th TWSC  
4: East Access & Farm District Road

02/03/2026

| Intersection              |                                                                                   |        |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
|---------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| Int Delay, s/veh          | 0.8                                                                               |        |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Movement                  | EBT                                                                               | EBR    | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                                |
| Lane Configurations       |  |        |  |  |  |  |
| Traffic Vol, veh/h        | 427                                                                               | 13     | 7                                                                                 | 289                                                                               | 36                                                                                | 4                                                                                  |
| Future Vol, veh/h         | 427                                                                               | 13     | 7                                                                                 | 289                                                                               | 36                                                                                | 4                                                                                  |
| Conflicting Peds, #/hr    | 0                                                                                 | 0      | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  |
| Sign Control              | Free                                                                              | Free   | Free                                                                              | Free                                                                              | Stop                                                                              | Stop                                                                               |
| RT Channelized            | -                                                                                 | None   | -                                                                                 | None                                                                              | -                                                                                 | None                                                                               |
| Storage Length            | -                                                                                 | -      | 0                                                                                 | -                                                                                 | 0                                                                                 | -                                                                                  |
| Veh in Median Storage, #  | 0                                                                                 | -      | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                  |
| Grade, %                  | 0                                                                                 | -      | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                  |
| Peak Hour Factor          | 90                                                                                | 90     | 90                                                                                | 90                                                                                | 90                                                                                | 90                                                                                 |
| Heavy Vehicles, %         | 2                                                                                 | 2      | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  |
| Mvmt Flow                 | 474                                                                               | 14     | 8                                                                                 | 321                                                                               | 40                                                                                | 4                                                                                  |
|                           |                                                                                   |        |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Major/Minor               | Major1                                                                            | Major2 |                                                                                   | Minor1                                                                            |                                                                                   |                                                                                    |
| Conflicting Flow All      | 0                                                                                 | 0      | 489                                                                               | 0                                                                                 | 818                                                                               | 482                                                                                |
| Stage 1                   | -                                                                                 | -      | -                                                                                 | -                                                                                 | 482                                                                               | -                                                                                  |
| Stage 2                   | -                                                                                 | -      | -                                                                                 | -                                                                                 | 337                                                                               | -                                                                                  |
| Critical Hdwy             | -                                                                                 | -      | 4.12                                                                              | -                                                                                 | 6.42                                                                              | 6.22                                                                               |
| Critical Hdwy Stg 1       | -                                                                                 | -      | -                                                                                 | -                                                                                 | 5.42                                                                              | -                                                                                  |
| Critical Hdwy Stg 2       | -                                                                                 | -      | -                                                                                 | -                                                                                 | 5.42                                                                              | -                                                                                  |
| Follow-up Hdwy            | -                                                                                 | -      | 2.218                                                                             | -                                                                                 | 3.518                                                                             | 3.318                                                                              |
| Pot Cap-1 Maneuver        | -                                                                                 | -      | 1074                                                                              | -                                                                                 | 345                                                                               | 585                                                                                |
| Stage 1                   | -                                                                                 | -      | -                                                                                 | -                                                                                 | 621                                                                               | -                                                                                  |
| Stage 2                   | -                                                                                 | -      | -                                                                                 | -                                                                                 | 723                                                                               | -                                                                                  |
| Platoon blocked, %        | -                                                                                 | -      |                                                                                   | -                                                                                 |                                                                                   |                                                                                    |
| Mov Cap-1 Maneuver        | -                                                                                 | -      | 1074                                                                              | -                                                                                 | 343                                                                               | 585                                                                                |
| Mov Cap-2 Maneuver        | -                                                                                 | -      | -                                                                                 | -                                                                                 | 459                                                                               | -                                                                                  |
| Stage 1                   | -                                                                                 | -      | -                                                                                 | -                                                                                 | 621                                                                               | -                                                                                  |
| Stage 2                   | -                                                                                 | -      | -                                                                                 | -                                                                                 | 718                                                                               | -                                                                                  |
|                           |                                                                                   |        |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Approach                  | EB                                                                                | WB     |                                                                                   | NB                                                                                |                                                                                   |                                                                                    |
| HCM Control Delay, s/v    | 0                                                                                 | 0.2    |                                                                                   | 13.48                                                                             |                                                                                   |                                                                                    |
| HCM LOS                   | B                                                                                 |        |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
|                           |                                                                                   |        |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Minor Lane/Major Mvmt     | NBLn1                                                                             | EBT    | EBR                                                                               | WBL                                                                               | WBT                                                                               |                                                                                    |
| Capacity (veh/h)          | 469                                                                               | -      | -                                                                                 | 1074                                                                              | -                                                                                 |                                                                                    |
| HCM Lane V/C Ratio        | 0.095                                                                             | -      | -                                                                                 | 0.007                                                                             | -                                                                                 |                                                                                    |
| HCM Control Delay (s/veh) | 13.5                                                                              | -      | -                                                                                 | 8.4                                                                               | -                                                                                 |                                                                                    |
| HCM Lane LOS              | B                                                                                 | -      | -                                                                                 | A                                                                                 | -                                                                                 |                                                                                    |
| HCM 95th %tile Q(veh)     | 0.3                                                                               | -      | -                                                                                 | 0                                                                                 | -                                                                                 |                                                                                    |



Chapter 4

## Infrastructure and Public Services



## 4.1 Access and Circulation

Access to Friendly 5 Ranch is provided via Farm District Road to both the north and south portions of the Development. A roadway and pedestrian pathways network has been designed to provide adequate and safe access into and through the Development for both vehicles and pedestrians. The following identifies the hierarchy of both vehicular roadways and pedestrian pathways through the Development.

### 4.1.1 Roadway System

The hierarchy for roadways shall be as identified below and depicted within Exhibits 4.1 through 4.5 on the following pages. All roadways shall be constructed per the City of Fernley Public Works Design Standards Manual.

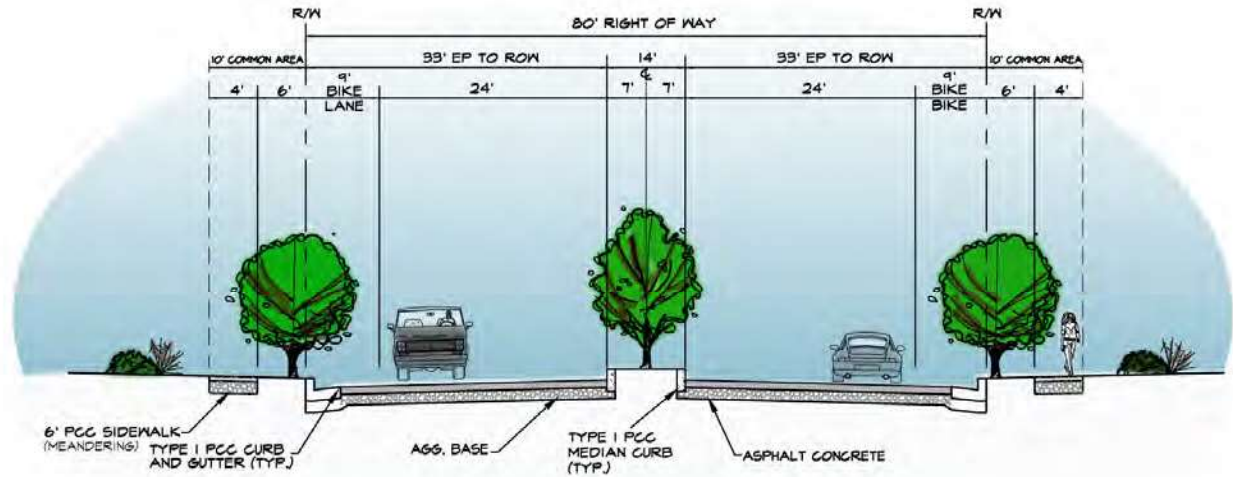
#### Arterial Streets:

The main north/south roadway spine located on the northern portion of the Development shall be classified as an “arterial roadway” as identified within the City of Fernley Public Works Design Standards Manual. The arterial roadway consists of an 80-foot right of way including a 14-foot landscaped median and a minimum 10-foot parkway on both sides (including a meandering 4-foot sidewalk). The arterial roadway will provide for four (4) 12-foot travel lanes and two (2) 9-foot bike lanes at final build-out. The interim roadway will include a 12-foot travel lane and 9-foot bike lane on both sides with a 38-foot median until such time as four lanes are warranted and constructed by the City. The arterial roadway will be stubbed into the Bureau of Reclamations parcel for future connection to U.S. Highway 50, through the future school/park complex.

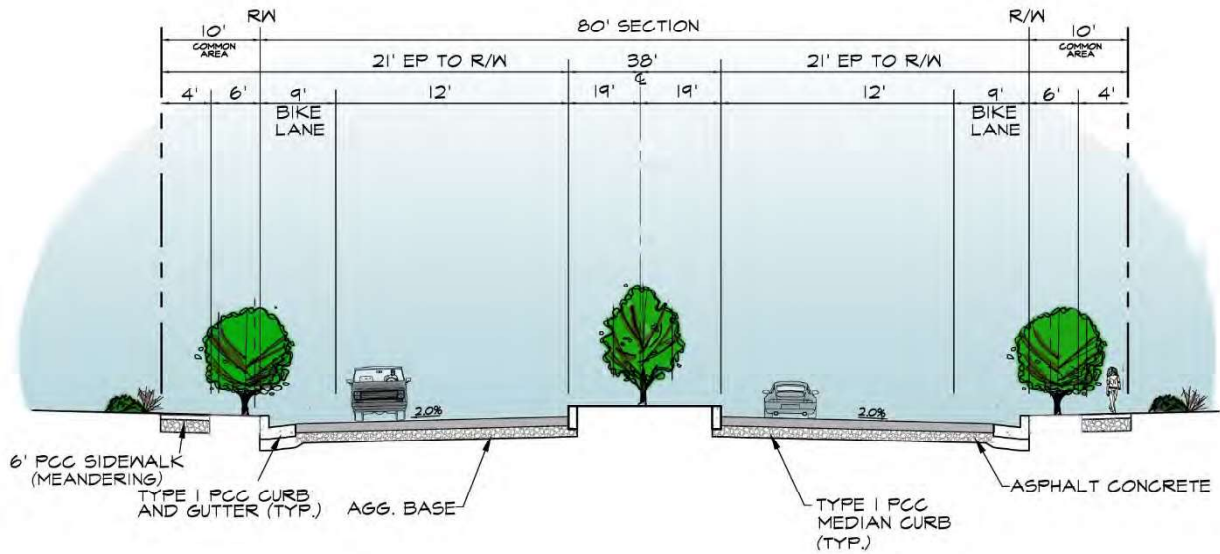
Utilities will be included within the right-of-way where possible. Where this is not feasible, Public Utility Easements (PUE's) shall be included within the 10-foot parkways on either side of the roadway.



Exhibit 4.1 – Street Network



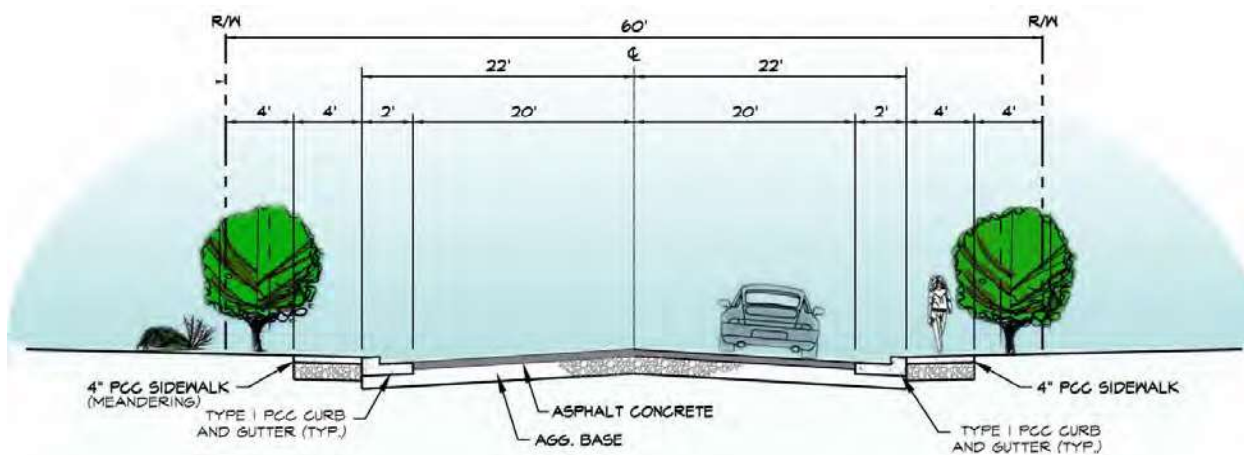
**Exhibit 4.2 - Arterial Street Section (Buildout)**



**Exhibit 4.3 - Arterial Street Section (Interim)**

#### Collector Streets:

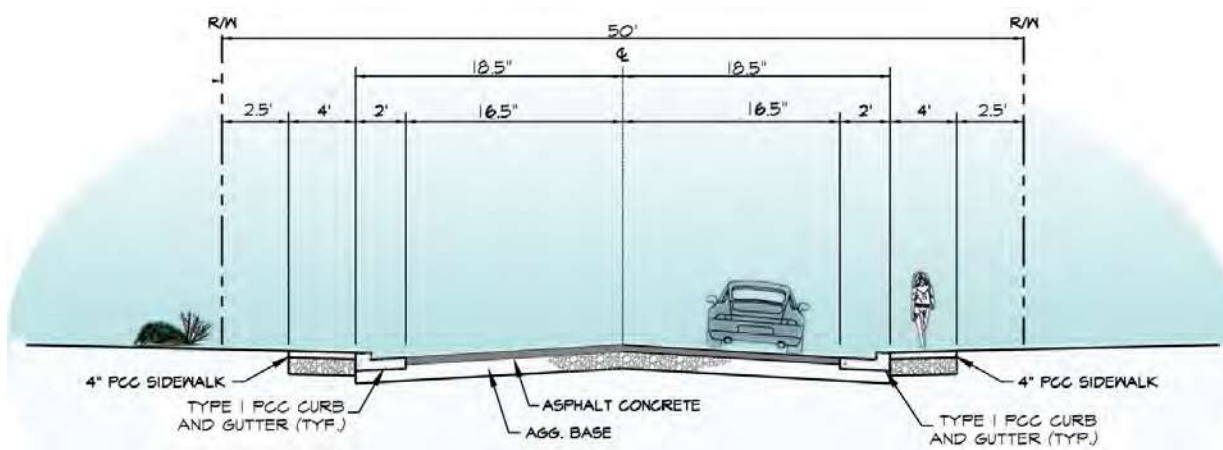
The easer entry roadway to the southern portion of Friendly 5 Ranch is classified as a collector roadway. The collector street shall provide for a 60-foot overall right-of-way. Common area bounds either side of the collector street and will offer opportunities to separate the sidewalk on either side of the street with parkway planters.



**Exhibit 4.4 - Collector Street Section**

#### Local Streets:

Local streets make up the predominance of the proposed roadways within F5 Ranch. Each local street shall be constructed per the City of Fernley standard 50-foot right-of-way section. The sidewalk shall be placed at the back face of the curb.



**Exhibit 4.5 - Local Street Section**

#### **4.1.2 Pedestrian Circulation System**

As with the roadways within Friendly 5 Ranch, the pedestrian facilities will also have a hierarchy of classifications. Pedestrian facilities include a mix of concrete sidewalks (both at the back of curb and separated by a parkway), and pedestrian trails. On the following pages, Exhibit 4.6 identifies the varying classifications and their relative location within the Development.

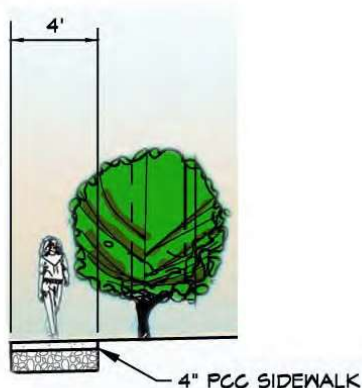




**Exhibit 4.6 – Pedestrian Circulation**

Sidewalks:

Sidewalks shall be provided on both sides of all roadways within the Development and shall be 4-feet in width, constructed of Portland cement concrete. Sidewalks shall allow for foot traffic only.



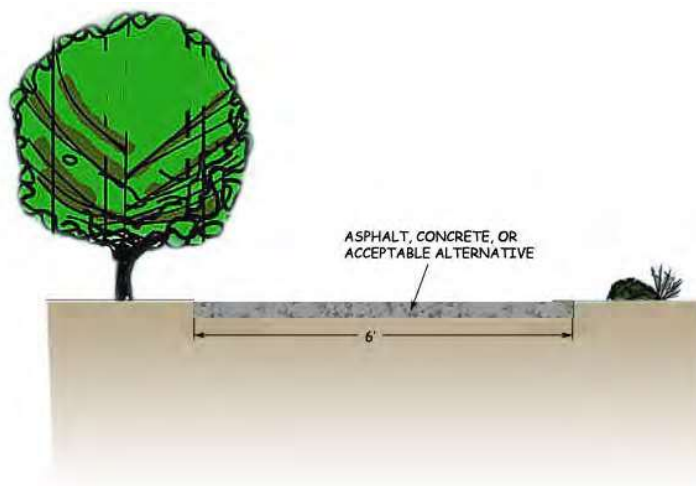

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*Exhibit 4.7 - Portland Cement Concrete Sidewalk Detail*

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Pedestrian Trail:

The pedestrian trail is primarily located within “semi-formal” common areas/open space. Pedestrian trails shall be provided for both pedestrian and non-motorized vehicle travel only. Equestrian use of pedestrian trails is prohibited. The pedestrian trail consists of a 6-foot wide asphalt, concrete, or acceptable alternative (at the discretion of the administrator) surface pathway.



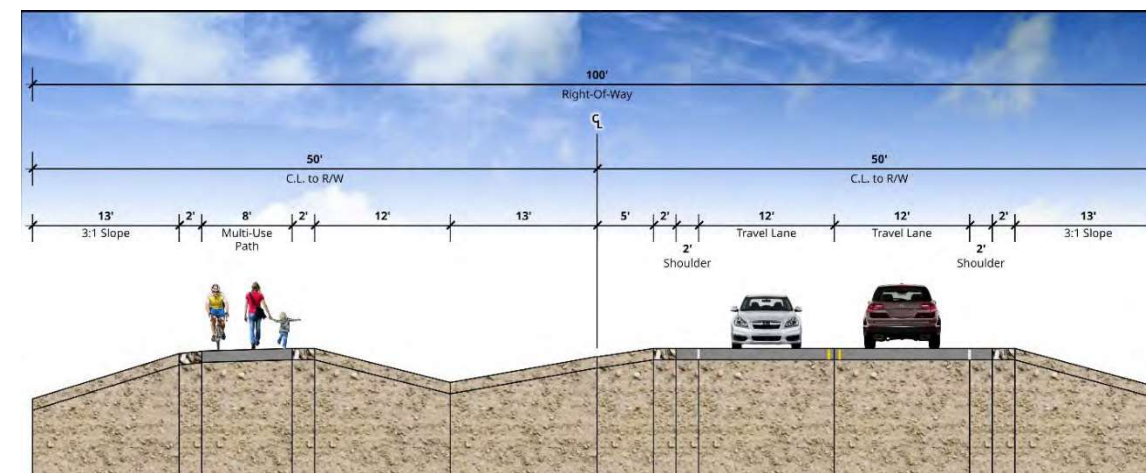

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*Exhibit 4.8 - Pedestrian Trail Detail*

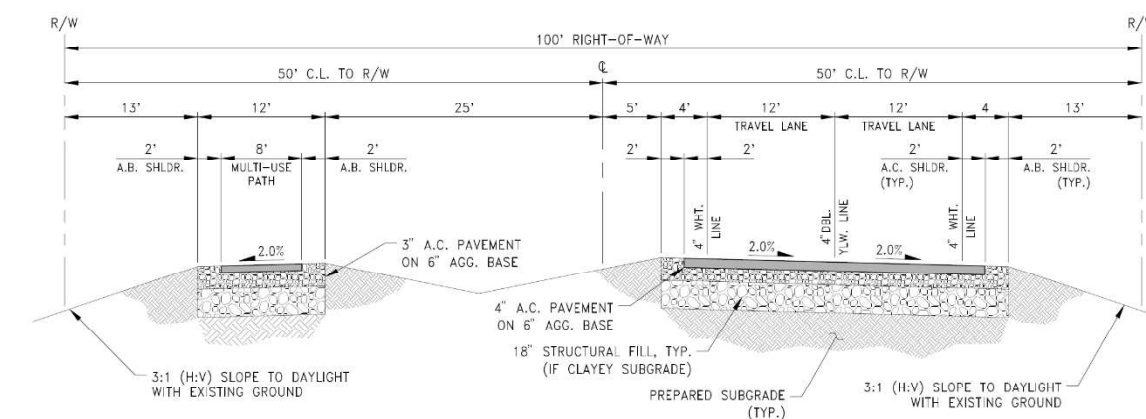
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### 4.1.3 Major Arterial Connector (Interim)

The street connecting the northern project boundary to US Highway 50 at the existing High-T intersection shall be classified as a “major arterial” as identified within the City of Fernley Public Works Design Standards Manual. Pursuant to recommendations in the updated Traffic Analysis (Traffic Impact Study for Friendly 5 GCW March 3, 2026) the developer shall construct the interim condition of the major arterial connector identified in Exhibit 4.1.3(a) upon issuance of certificate of occupancy for any residence within Villages 4 or 5. The parcel this roadway bisects is a vacant parcel owned by the City of Fernley (previously owned by BOR) and is not part of the Friendly 5 PD. The initial roadway will provide two (2) 12-foot travel lanes and an 8-foot multi-use path on one side with a 34-foot median until such time as four lanes are warranted and constructed by the City. Refer to exhibits 4.1.3(a), 4.1.3(b), and 4.1.3(c) below.

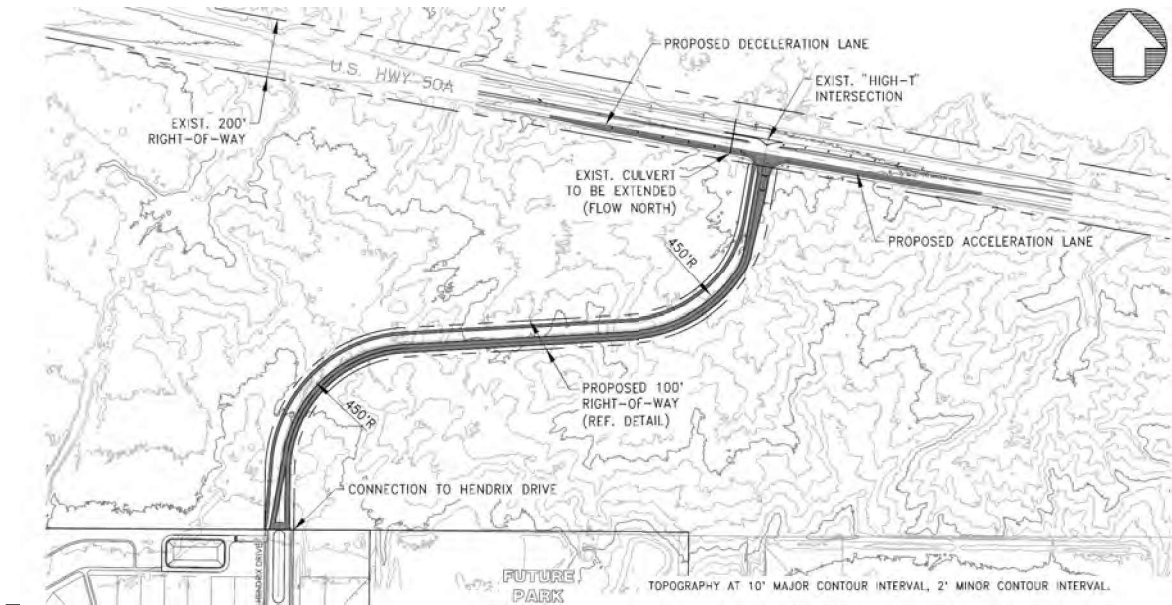


**Exhibit 4.1.3(a) – Major Arterial Connector Detail (Interim)**



**Exhibit 4.1.3(b) – Major Arterial Connector Section (Interim)**





***Exhibit 4.1.3(c) – Major Arterial Collector Alignment***

The developer shall design the roadway per exhibits 4.1.3 (a)-(c), the recommendations of the updated Traffic Analysis (Traffic Impact Study for Friendly 5 GCW March 3, 2026), and applicable City of Fernley standards. The interim roadway design and construction shall include the grading and drainage necessary for the improvements. Additional design and construction for items such as future travel lanes, utilities, curb, gutter, sidewalk, future intersections, and other design elements not listed in exhibits 4.1.3 (a)-(c) may be provided if desired by the City of Fernley at their own cost. The developer shall submit the roadway design to the City of Fernley for design review. Upon City of Fernley approval of the design the developer shall prepare and submit a right-of-way dedication map to the City and an encroachment permit with NDOT. The City of Fernley shall issue a temporary construction easement for the developer to construct the roadway and enter into an agreement with the developer for reimbursement of the construction costs. Upon completion of the roadway the City of Fernley shall record the right-of-way dedication map and reimburse the developer for construction costs per the agreement. The completed roadway will be owned and maintained by the City of Fernley.

## 4.2 Utilities

All utilities provided in Friendly 5 Ranch shall be subject to the standards and specifications identified in the City of Fernley Public Works Design Standards Manual.

### 4.2.1 Water Service

The City of Fernley shall be the water purveyor for the Friendly 5 Ranch. Appropriate water rights sufficient to serve the Development will be dedicated by the developer at the time of Final Map. The proposed project will be served by an existing 18" water line located in Farm District Road and operated by the City of Fernley. Because the project is located on both the north and south sides of Farm District Road, multiple taps off the 18" line can be expected.

The estimated residential demand is anticipated to be approximately 602± AF/year.

### 4.2.2 Sanitary Sewer Service

The project is proposed to sewer via a network of gravity mains to a lift station that will be located at the northwest corner of the project, where it will then be pumped in a force main to the wastewater treatment facility.

It is estimated that 538± homes will generate a peak hour demand of approximately 556,830 gallons/day. A detailed sewer report is provided within Supplemental Reports included with this Handbook.

### 4.2.3 Storm Drainage

The Development is located within a Shaded X flood zone as identified by FEMA. With the exception of roadside ditches and culverts on Farm District Road, there are no storm drain facilities in the vicinity of the Development. Storm water runoff generated from developed surfaces will be collected and routed to on-site retention basins via gutters, catch basins, and storm drains. Storm water management facilities will be installed as each phase of the Project is developed. As the site generally slopes to the north, retention basins will be located at the northern boundary of each developed area. Open spaces will be graded toward a meandering low point in the middle to collect and retain runoff generated within its boundaries. Storm water runoff within the Development will not drain to the Bureau of Reclamation's parcel directly north of the site.

### 4.2.4 Natural Gas Service

Southwest Gas owns and operates a 4" gas main located in Farm District Road that is of adequate size to serve the proposed project. As with the water system, multiple taps off the main is expected to serve the project. Natural gas shall be provided to every residential lot. Final design and location shall be coordinated with Southwest Gas.

#### **4.2.5 Electrical Service**

The project is adjacent to a network of overhead power lines operated by Sierra Pacific Power Company that includes both transmission and distribution lines. The project itself will be served with an underground electric system consisting of conduit, vaults and distribution cabling. Final locations and distribution design shall be provided by Sierra Pacific Power Company.

### **4.3 Fire Protection and Emergency Services**

The project is located within the North Lyon County Fire District, approximately 4.1 miles by way of travel from the nearest fire station located on Main Street. A hierarchy of collector and local level streets are provided within the Development, designed such that minimum turning radii and maximum cul-de-sac lengths as identified by the City of Fernley Public Works Design Manual have been adhered to.

### **4.4 Schools**

Currently, the Friendly 5 Ranch site is zoned for students to attend Cottonwood Elementary, Fernley Intermediate, and Fernley High Schools. Additionally, the Development is located adjacent to a Bureau of Reclamations parcel of which the City of Fernley is currently negotiating purchase of the property for future use as schools and parks sites. Currently, a conceptual development plan has been prepared by a consultant for the City identifying several potential school sites, which may include elementary, middle, and high school facilities, in addition to several park sites. The open space and trail network proposed within F5 Ranch foster safe routes for these potential future schools and parks and the Development promotes walkability for both Friendly 5 Ranch and surrounding residents.



# CITY OF FERNLEY

## City Council AGENDA REPORT

**Meeting Date: June 3, 2026**

**REPORT TO:** Mayor and City Council

**REPORT FROM:** Lydia Altick, Acting City Manager

**FINANCIAL IMPACT:**

Yes: X

No:

**CURRENTLY BUDGETED:**

Yes:

No: X

**FUND/ACCOUNT:**

GL #100-575-730

**ACTION REQUESTED:** Motion

**AGENDA ITEM:**

For discussion and possible approval of an amendment to the current Memorandum of Understanding between the City and Main Street Fernley to include coordinating the planning and design efforts for the Main Street Art Park.

**AGENDA ITEM BRIEF:**

Last year, the City of Fernley made substantial progress at the Main Street Art Park. This was done with the help of a \$60,000 Community Development Block Grant (CDBG) balance that needed to be spent before the end of 2025, and the resourcefulness of Jessica Murdock. The concept that the Rotary envisioned served as the basis for the design. The improvements, which included three steel archways, nine new art installations, a new Main Street Art Park sign, ten benches, twelve self-watering planter boxes, plants and trees, and an asphalt path, were all completed in-house by the Public Works Department General Services crew. These improvements are Phase 1, aimed at improving the comfort, aesthetics, and usability of the park.

The Fernley Main Street group applied for and received a planning grant to fund the engineering studies needed to build a parking lot, add a gazebo, and address drainage at the park. This amendment to the MOU will allow Main Street Fernley to develop improvements and installations at the park in compliance with City standards and the required permits.

**RECOMMENDED MOTION:**

I move to approve an amendment to the MOU between Main Street Fernley to encourage cooperation to advance improvements at the Main Street Art Park.

**BUSINESS IMPACT (per NRS Chapter 237):**

A Business Impact Statement is not required because this is not a rule (term excludes vehicles by which legislative powers are exercised under NRS Chapters 271, 278, 278A, or 278B).

**See attached report for background, analysis, alternatives.**

**ALTERNATIVES:**

The City Council may deny the amendment to the MOU. It is not clear how the Main Street Fernley group would utilize their current grant at the Main Street Art Park without an MOU in place.

**BACKGROUND:**

On June 4, 2025, an MOU was approved by the Fernley City Council between Main Street Fernley and the City of Fernley. The purpose of the MOU is to stimulate and sustain economic development in the downtown district by encouraging cooperation and building leadership, by advancing a positive image of downtown and promoting it as an exciting place to live, shop, and invest, by sustaining and improving the appearance of downtown, and by strengthening and expanding the economic base of downtown. The City currently obligates \$25,000 annually to Main Street Fernley under the existing MOU.

**RELEVANT LAWS, STATUTES, AND REGULATIONS:**

The amendment to the MOU is a cooperative, non-binding partnership agreement focused on economic development — not regulatory or legislative action.

**FINANCIAL IMPLICATIONS:**

Any request to the City for additional funding will be brought to the City Council for approval.

**ATTACHMENTS:**

1. MSF\_COF\_MOU\_amendment#1\_MOU

AMENDMENT #1

To

Memorandum of Understanding

Between

**Main Street Fernley**

and

**City of Fernley**

This Amendment #1 to the original Memorandum of Understanding (“MOU”) dated June 4<sup>th</sup>, 2025 is made and entered into on this \_\_\_\_<sup>th</sup> day of \_\_\_\_\_ 2026, by and between the **City of Fernley** (“City”), whose address is 595 Silverlace Blvd., Fernley, NV, 89408, and the **Fernley Downtown Corridor Association dba Main Street Fernley** (“Main Street Fernley”) whose address is PO Box 2288, Fernley, NV, 89408 for the purposes set forth herein.

The original MOU is to be amended in the following manner:

I. MISSION

No amendment to this Section.

II. PURPOSE AND SCOPE

No amendment to this Section

III. RIGHTS, DUTIES, AND OBLIGATIONS OF THE CITY OF FERNLEY

Add:

4. *The City of Fernley retains ownership of the Main Street Art Park.*
5. *The City of Fernley will continue to provide ongoing maintenance of the Main Street Art Park.*
6. *Upon approval of the City of Fernley City Council, the City of Fernley will continue to allocate funding to support phased development according to the approved Art Park Master Plan.*

IV. RIGHTS, DUTIES, AND OBLIGATIONS OF MAIN STREET FERNLEY

Add:

8. *Main Street Fernley will coordinate the planning and design efforts for the Main Street Art Park.*

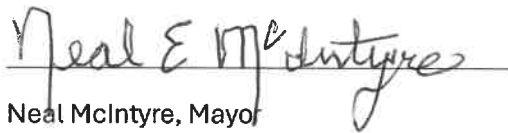
9. *Main Street Art Park development, improvements, and installations shall comply with City standards and the required permits shall be obtained.*
10. *Main Street Fernley will facilitate on-going and future activities and events to be held at the Main Street Art Park.*
11. *Main Street Fernley will facilitate fundraising efforts for the Main Street Art Park through grant opportunities, corporate sponsorships, and private donations.*

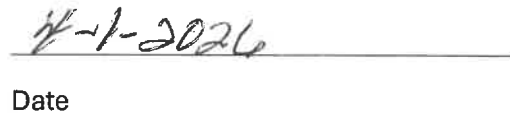
IV. TERMS OF UNDERSTANDING

No amendment to this section.

V. AUTHORIZATION

CITY OF FERNLEY

  
Neal McIntyre, Mayor

  
Date

MAIN STREET FERNLEY

\_\_\_\_\_  
Lowell Patton, President

\_\_\_\_\_  
Date



## Memorandum of Understanding

Between

**Main Street Fernley**

and

**City of Fernley**

This Memorandum of Understanding ("MOU") is made and entered into on this 4<sup>th</sup> day of June 2025, by and between the **City of Fernley** ("City"), whose address is 595 Silver Lace Blvd., Fernley, NV, 89408, and the **Fernley Downtown Corridor Association dba Main Street Fernley** ("Main Street Fernley") whose address is PO Box 2288, Fernley, NV, 89408 for the purposes set forth herein.

### I. MISSION

**Main Street Fernley Mission:** Provide education of, and access to, an inclusive and resilient Downtown Corridor – a place that has a thriving local economy, is distinctive and rich in character, and features welcoming spaces and diverse businesses for residents and visitors alike.

**City of Fernley Mission:** Promote a vibrant, safe, friendly, and family-oriented community with a high quality of life and engaged residents; a strong local economy and abundant amenities for residents; and a financially stable city government.

Together, Main Street Fernley and the City of Fernley enter into this MOU and mutually agree to focus on improving the economy, character, spaces and diversity of the Downtown Corridor to promote the community and local economy.

### II. PURPOSE AND SCOPE

The purpose of the City of Fernley and Main Street Fernley to enter into an MOU is to stimulate and sustain economic development in the downtown district by encouraging cooperation and building leadership; by advancing a positive image of downtown and promoting it as an exciting place to live, shop, and invest; by sustaining and improving the appearance of downtown; and by strengthening and expanding the economic base of downtown.

The boundary of Main Street Fernley is identified in its bylaws. Main Street Fernley is focused on the traditional commercial district of the community. To that end, Main Street Fernley is entering into an MOU with the City of Fernley to identify roles and responsibilities:

1. The Downtown Corridor may benefit from increased visibility, façade improvements, grant programs, community events, and other programs created by Main Street Fernley.
2. The targeted area and subsequent area of the most benefit is identified in the Main Street Fernley bylaws. While this benefit is generally described as the Downtown Corridor (Main Street from the UPRR Underpass in the west to the Main Street roundabout in the east and a portion of US95A), the parties agree that the benefits to Fernley as a whole justify this MOU.
3. Provide programs, events, and funding that furthers the missions of the parties.

### III. RIGHTS, DUTIES, AND OBLIGATIONS OF THE CITY OF FERNLEY

1. The City of Fernley will regularly promote Main Street Fernley events and programs.
2. Commit to annual funding of the Main Street Fernley program in the amount of \$25,000 per year.
3. Main Street Fernley's log/artwork must appear on the City of Fernley's website and can be used in other media as well as stipulated in the brand guidelines.

### IV. RIGHTS, DUTIES, AND OBLIGATIONS OF MAIN STREET FERNLEY

1. "Main Street" must be in the name of the program and must be used in all media, printed material, website, interviews, etc.
2. Main Street Fernley is a separate organization and must have a separate budget from the City of Fernley.
3. Main Street Fernley must operate under the Main Street Four Point Approach™ with an active board of directors and committees under each point.
4. The City of Fernley's log/artwork must appear on the Main Street Fernley website and can be used in other media as well as stipulated in the brand guidelines.
5. Main Street Fernley will report to the City Council of the City of Fernley quarterly to provide program updates.
6. Main Street Fernley will provide an annual report to the City of Fernley that will include program data (i.e. sources of funding, expenses, program participation, etc.)
7. Main Street Fernley will update the Comprehensive Economic Development Strategies (CEDS) document at five-year intervals.

Each party will appoint a person to serve as the official contact and coordinate the activities of each organization in carrying out this MOU. The initial appointees of each organization are:

Main Street Fernley: Lowell Patton, President (775) 686-0521

City of Fernley: Ben Marchant, City Manager (775) 784-9859

### V. TERMS OF UNDERSTANDING

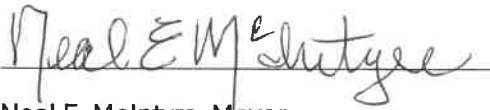
The term of this MOU is for a period of five years from the effective date of this MOU and may be extended upon written mutual agreement. It shall be reviewed at least annually to ensure that it is fulfilling its purpose and to make any necessary revisions.

Either organization may terminate this MOU upon ninety (90) days written notice without penalties or liabilities.

From time to time, additional tasks, duties and obligations may be added to this MOU to clarify the original MOU or additional programs to which the parties agree.

VI. AUTHORIZATION

CITY OF FERNLEY

  
Neal E. McIntyre, Mayor

  
Date

MAIN STREET FERNLEY

  
Lowell Patton, President

  
Date

